Hongkong Daily Press.

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period, will be continued until countermanded.

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Telegraphic Address: PRESS. A.B.C. Code. P.O. Box 20. Telephone No. 12.

NEW ADVERTISEMENTS.

PERSEVERANCE LODGE OF HONGKONG, No. 1,163.

AN EMERGENCY MEETING of the PERSEVERANCE LODGE will be held at the FREEMASONS HALL, on TUESDAY, the 3rd August, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 29th July, 1897. [1748

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL VIA STRAITS AND USUAL PORTS OF CALL.

(Taking Cargo at through rates for GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"CHINGWO,"

Captain H. Harris, will be despatched as above on TUESDAY, the 3rd August, at 5 P.M.

For Freight, &c., apply to

HOLLIDAY, WISE & CO., Agents.

Hongkong, 28th July, 1897. [1746

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, AND GENOA,

(Without Transhipment),

having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA, and MALAGA.

THE Steamship

"BISAGNO,"

Captain Mancini, will be despatched as above on WEDNESDAY, the 4th August, at NOON.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 28th July, 1897. [6

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Innes, will be despatched on TUESDAY, the 10th August, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the Eastern and Australian S. S. Co. and *vice versâ*.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th July, 1897. [1747

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before Noon on the 3rd August, or they will not be recognized.

No Fire Insurance has been effected and any goods remaining in the Godowns after the 3rd August will be subject to rent.

Bills of Lading will be countersigned by

CARLOWITZ & CO., Agents.

Hongkong, 28th July, 1897. [6

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

During the TEA SEASON the following DIRECT STEAMERS will load, commencing at FOOCHOW, viz.:

POSSOLA, 18th July and 4th Nov.
COGGILA, 17th Aug., and 28th Dec.

For freight and further particulars, apply to

DODWELL, CARLILL & Co., General Agents for China and Japan.

Hongkong, 6th July, 1897. [321

FOR THE MAIL.

THE *HONGKONG WEEKLY PRESS* is now ready and contains:—

Leading Articles:—
The Lokin Farm Question at Wuchow.
Macao and the West River Trade.
Medical Inspection of Ships.
The Canton Mint and Counterfeit Coins.
The Trade in Chinese Opium.
Chinese Non-Progressiveness.
Registration of Chinese Partnerships.
The Relations between France and England.
Supreme Court.
The Chamber of Commerce on the Medical Inspection of Ships.
The Police Scandal.
Reviews.
The New Hongkong Club.
Tragedy at Shanghai.
Death of the Ex-Minister to London.
Cable Chess Match.
The 14th July at the Foochow Arsenal.
Hongkong Golf Club.
Hongkong, Canton and Macao Steamboat Co., Limited.
Punjom Mining Co., Limited.
United Asbestos Oriental Agency.
Hongkong and Port News.

Subscription $12 per Annum payable in advance; postage $2.

Extra copies 30 cents each. Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each, or $1 for three copies Cash.

Hongkong, 28th July, 1897.

ENTERTAINMENT

THEATRE ROYAL, CITY HALL.

LESSEES—Messrs. POLLARD & CHESTER.

TO-NIGHT! TO-NIGHT!! (THURSDAY), 29th JULY.

GRAND OPENING NIGHT of the POLLARD'S LILLIPUTIAN OPERA COMPANY.

Under the Distinguished Patronage of The Governor H.E. Sir Wm. ROBINSON, G.C.M.G., H.E. Major-General W. BLACK, C.B., Commodore S. C. HOLLAND, A.D.C., R.N.

THURSDAY and FRIDAY, 29th and 30th JULY. R. Suppe's Popular Comic Opera "BOCCACCIO."

SATURDAY AFTERNOON, 31st JULY, at 4 P.M. GRAND MATINEE "H.M.S. PINAFORE."

Children and adults half-price to all parts of the house.

SATURDAY, 31st JULY, at 9 P.M. "LA MASCOTTE."

MONDAY, 2nd AUGUST. "DOROTHY."

Musical Director ..... Mr. W. ROBINSON.
Stage Manager ..... Mr. HARRY HALL.

Plan now open at W. ROBINSON & Co., Piano and Music Rooms, Queen's Road.

PRICES ..... $3, 2 & 1.

Soldiers and Sailors in uniform half-price to second and back seats only.

Late trams will leave 15 minutes after each performance.

C. A. POLLARD, Manager.
A. H. POLLARD, Advance Representative.
Hongkong Hotel.

Hongkong, 29th July, 1897. [1686

WANTED.

AN AIRY ROOM, Furnished; by a Gentleman; in healthy locality; eventually with board. Higher level, but not Peak, preferred.

Apply to "BACHELOR." Care of this Paper.

Hongkong, 27th July, 1897. [1728

WANTED a Merchant of good standing to handle, as SOLE AGENT, the several (well-known) brands of Cigarettes manufactured by an American Company.

Must have good references, and be willing to push both the wholesale and retail trade agressively.

Apply to "MERCHANT," Care of this Paper.

Hongkong, 26th July, 1897. [1715

ZETLAND LODGE, No. 525 E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, on SATURDAY, the 31st inst., at 8.30 for 9.00 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 26th July, 1897. [1721

BANK HOLIDAY.

IN Accordance with Ordinance No. 6 of 1875 the Undermentioned BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 2nd August.

For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA, T. H. WHITEHEAD, Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.
For the NATIONAL BANK OF CHINA, LIMITED, GEO. MUNRO, Chief Manager.
For the MERCANTILE BANK OF INDIA, LIMITED, JOHN THURBURN, Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE, Hongkong Agency, AUGUSTIN, Manager.
For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG, CHANTREY INCHBALD, Manager.
For the YOKOHAMA SPECIE BANK, LIMITED. S. CHOH, Agent.

Hongkong, 27th July, 1897. [1729

INSURANCE HOLIDAY.

THE Undermentioned Insurance Offices will be CLOSED for the Transaction of Public Business on MONDAY, the 2nd August, 1897.

JARDINE, MATHESON & CO., General Agents, CANTON INSURANCE OFFICE, LD. General Managers, HONGKONG FIRE INSURANCE CO., LD.
W. J. SAUNDERS, Acting Secretary, UNION INSURANCE SOCIETY OF CANTON, LD.
W. H. PERCIVAL, Agent, NORTH CHINA INSURANCE CO., LD.
W. H. RAY, Secretary, CHINA TRADERS' INSURANCE CO., LD.
SHEWAN, TOMES & CO., Agents, YANGTSZE INSURANCE ASSOCIATION, LD.
J. B. COUGHTRIE, Secretary, CHINA FIRE INSURANCE CO., LD.
W. H. T. DAVIS, Acting Manager, THE STRAITS INSURANCE CO., LD.

Hongkong, 27th July, 1897. [1730

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned Fine OLD HIGHLAND WHISKY is shipped by CUTLER, PALMER & Co., and is obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central.

Hongkong, 26th July, 1897. [a1720

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION TO-DAY (THURSDAY), the 29th July, 1897, at 2.00 P.M., SUNDRY FURNITURES, &c., in the OLD HONGKONG CLUB.

Catalogues will be issued.

TERMS OF SALE:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 27th July, 1897. [1735

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the COMPANY will be held at the OFFICE of the COMPANY, No. 18, BANK BUILDINGS, Queen's Road Central, on SATURDAY, the 31st inst., at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st inst., inclusive.

By Order of the Board of Directors.

T. ARNOLD, Secretary.

Hongkong, 13th July, 1897. [1615

THE GREEN ISLAND CEMENT CO., LIMITED.

SHAREHOLDERS are reminded that APPLICATIONS for Shares of the New Issue must be made not later than the 2nd August next.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 23rd July, 1897. [1703

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND at the Rate of Two and a Half per Cent. (One Dollar and Twenty-five Cents per Share) for the Six months ending 30th June, 1897, will be PAID to those Persons who are registered as SHAREHOLDERS in the above COMPANY, on MONDAY, the 9th AUGUST, 1897.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 9th August, both days inclusive.

By Order,

EDWARD OSBORNE, Secretary.

Hongkong, 23rd July, 1897. [1704

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS FINAL CALL.

SHAREHOLDERS are hereby notified that the FINAL CALL of Two Dollars ($2) per Share has been made, and is payable at the COMPANY'S OFFICES, No. 27, QUEEN'S ROAD CENTRAL, on 9th AUGUST, 1897.

Shareholders are requested, when paying the above mentioned Call, to send to the Acting Secretary their Provisional Share Certificates. These will be retained, and Fully Paid-up Scrip will be issued in lieu thereof in due course.

By Order of the Board of Directors.

CHAS. F. HARTON, Acting Secretary.

Hongkong, 6th July, 1897. [1548

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 14th day of AUGUST next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of account to 30th June, 1897.

By Order of the Court of Directors.

T. JACKSON, Chief Manager.

Hongkong, 28th July, 1897. [1718

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the CORPORATION will be CLOSED from SATURDAY, the 31st JULY current, to SATURDAY, the 14th day of AUGUST next (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors.

T. JACKSON, Chief Manager.

Hongkong, 26th July, 1897. [1719

THE RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

A DIVIDEND of One Shilling per Share has been declared PAYABLE on 16th AUGUST, 1897, in Brisbane in respect of Shares on the Brisbane Register and in Singapore in respect of Shares on the Singapore Branch Register.

Notice is hereby given that the Singapore Branch Register will be CLOSED from 5th to 16th AUGUST, 1897, inclusive.

Notice is also given that NO TRANSFERS of Shares from the Brisbane Register to the Singapore Branch Register will be given effect to in Singapore after 20th JULY, 1897, until 17th AUGUST, 1897.

By Order of the Board,

G. A. DERRICK, Local Secretary.

Singapore, 17th July, 1897. [1717

CUTLER, PALMER & CO.'S

PRICE $9.75 PER DOZEN NET

"SPECIAL BLEND" WHISKY.

A Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSSEN & Co., Hongkong. [38

CUTLER, PALMER & Co.

WINE SHIPPERS SINCE 1815,

Who have consigned their Brands to our care for over half a century.

Apply to G. C. ANDERSON, Messrs. JARDINE, MATHESON & Co., Hongkong, And to their friends in Shanghai.

37]

MEDICAL GRAPES

A pleasant and most effective Aperient.

FLETCHER'S PRICKLY HEAT LOTION. Recommended wherever used.

CADBURY'S CHOCOLATES

ASSORTED.

We have on hand a fresh supply of VICHY, HUNYADI and FREDERICKSHALL, &c., &c.

All orders by Club or Enterprise will have immediate attention.

Agents for the now well-known Table Water

"PANSAN."

a32] FLETCHER & CO., THE PHARMACY, 28, QUEEN'S ROAD CENTRAL.

INTIMATIONS

CUTLER, PALMER & CO.

Have been Shippers to CHINA for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC, Distinguished by 4 STARS on the label. Price $21.00 per 1 dozen bottles.

VERY GOOD COGNAC, Somewhat younger than the above. Distinguished by 2 STARS on the label. Price $15.50 per 1 dozen bottles.

"PALL MALL" WHISKY, Eleven years old, very fine quality. Each bottle bears an analyst's certificate. The quality is guaranteed. Price $13.50 per 1 dozen bottles.

C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY, in Patented Bottles. Price $10.00 per 1 dozen bottles.

INVALIDS' CHAMPAGNE. A Natural, *i.e.*, a Brut Sparkling Wine, of the Vintage 1889; particularly suitable to the debilitated. The price is but $26.50 per one qt. quart bottles.

INVALIDS' PORT. This Wine is old, soft, and delicate. We strongly recommend it. Analysed and Certificated by Professor Cassell. Price $13.50 per 1 dozen bottles.

DOURO PORT, This is a fine quality Wine of exceptionally good value. Price $13.25 per 1 dozen bottles.

SHERRIES, AMOROSO, The Earl Mesa's shipping. Price $13.50 per 1 dozen bottles.

LA TORRE. Price $15.50 per 1 dozen bottles. Pure and natural Wine; a tonic.

CLARETS in Quarts and Pints.

CHATEAU MOUTON. For a good after-dinner Wine we recommend this. Price $29.50 per 1 dozen bottles.

MARGAUX-MEDOC. A breakfast Claret. Price $9.75 per 1 dozen bottles.

LIQUEUR. BENEDICTINE, D.O.M. Price $36.00 per 1 dozen bottles.

Agents—SIEMSSEN & Co., HONGKONG. [37

"Any man may make a mistake; none but a fool will stick to it."

IF YOU DON'T WANT TO STICK TO IT, USE—

BOVRIL

Why Sir! the reputation of this splendid preparation Is something quite stupendous, it passes all belief
It's PURITY is ABSOLUTE. In every other attribute
'Tis FIFTY TIMES MORE NOURISHING than other forms of BEEF.

WATKINS & CO., SOLE AGENTS.

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS COMPANY, LD., LONDON,

Pioneers of the Asbestos Trade.

Contractors to H.M. Government, and the Principal English, Indian, Colonial, and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF Pressures, Cheaper Qualities for Low Pressures.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat, and Transport in H. M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.

Superintendent ..... THOS. SKINNER.

DODWELL, CARLILL & CO., General Agents.

a34]

COTTAM & CO.

JUST RECEIVED.

NOVELTIES IN TIES, STRAW HATS, &C.

[a29

SAINT-RAPHAEL WINE.

ESTD. 1864.

A strengthening, tonic, digestive, and fortifying wine, of delicious flavour; more efficacious in anæmia than preparations of iron and quinine.

An excellent preservative in epidemic seasons, and the best adjuvant in the treatment of phthisis.

Telephone No. 75. CALDBECK, MACGREGOR & CO., WINE & SPIRIT MERCHANTS.

15, Queen's Road. [a27

SMITH'S SPECIAL FLEXIBLE STEEL WIRE ROPES.

LANE, CRAWFORD & CO.

are now in receipt of the first consignment of these world famed GALVANIZED STEEL WIRE ROPES.

The "B" SPECIAL FLEXIBLE combines extreme flexibility with the greatest strength and is most suitable for CRANES, HOISTS, WHIPS, CARGO FALLS, &c., &c. Will last nearly three times as long as the ordinary S. W. Ropes usually sold.

The "A" FLEXIBLE, slightly less flexible than the "B" but far superior to other S. W. Ropes.

Further Particulars and Prices of

LANE, CRAWFORD & CO. AGENTS. [a25

THE VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR SCOTCH WHISKY (in Square Bottles.) One of the Oldest and Best known Whiskies in the Colony.

FINEST OLD SCOTCH WHISKY. Specially bottled for us by Usher & Co.

LOCHABER SCOTCH WHISKY. A very fine blend, Matured and Mellow.

VICTORIA DISPENSARY, QUEEN'S ROAD.

Hongkong, 9th July, 1897. [a26

OLD SCOTCH WHISKY. $14.00 per doz.

CLUB WHISKY. $11.50 per doz.

P. D. C. WHISKY. $12.00 per doz.

FULLY MATURED WHISKIES, EXCELLENT VALUE.

H. PRICE & CO. (Late GANDE, PRICE & Co.), Wine & Spirit Merchants, 12, Queen's Road, Central.

a31]

INTIMATIONS.

THE STANDARD LIFE OFFICE.

AFFORDS the advantages of Assurance in a large British Company with a world-wide Reputation.

The Funds exceed Eight Millions Sterling.

For full particulars and rates, Apply to

DODWELL CARLILL & Co., Agents.

Hongkong, 16th November, 1895. [2—1528

CARTRIDGES

NOBEL'S SPORTING BALLISTITE

Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES:

	Loaded with Powder only.	With Powder and 1 oz. of Shot.
Primrose Cases ...	$5.65	$ [illegible].40
Pegamoid Cases ...	6.25	8.00
Ejector Brass Cases.	6.90	8.65

5% discount on orders of 1,000 and over.

Apply to, WM. SCHMIDT & Co., Gunmakers, Hongkong.

Hongkong, 27th July, 1897. [1522

SCOTCH WHISKIES.

THE Advertisers are open to appoint an AGENT to represent them in Hongkong for the sale of their Whiskies.—Apply with references to JAMES MARTIN & Co., Scotch Whisky Merchants, Leith, Scotland. [1660

EQUITABLE

LIFE ASSURANCE SOCIETY OF THE UNITED STATES

is the STRONGEST COMPANY of the kind in the World.—*The Bullionist*, March 21st, 1896.

	STERLING.
ASSETS Exceed	£45,000,000
SURPLUS Exceeds	9,000,000
ANNUAL Income	9,377,000

The Guaranteed Cash Value Policy.

Guarantees: Definite Cash Values. Definite Loans. Definite Paid-up Assurances.

This policy is the most comprehensive, complete, and liberal life contract known.

Send or apply for particulars to—

SHEWAN, TOMES & CO., General Agents, HONGKONG.

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HOTELS.

ENQUIRE AT THE HONGKONG HOTEL for particulars of

REDUCED BOARD AND LODGING RATES FOR CERTAIN ROOMS.

Hongkong, 25th June, 1897. [39

MOUNT AUSTIN HOTEL.

1,400 feet above sea level.

Telegraphic Address, "Excelsior" Hongkong, A.B.C. Code. Telephone, No. 35.

This HOTEL will be OPEN as usual until, at least, the 15th of September next.

For Particulars, apply to The Manager, MOUNT AUSTIN HOTEL.

Hongkong, 7th June, 1897. [2013

NEW VICTORIA HOTEL

ROTISSERIE.

MEALS A LA CARTE.

CHOPS, STEAKS, etc., etc., at any time between 7.30 a.m. and 11.30 P.M.

MONTHLY BOARDERS at MODERATE RATES.

MADAR & FARMER, Proprietors.

Hongkong, 4th September, 1896. [40

"BOA VISTA" HOTEL, MACAO.

BEAUTIFULLY SITUATED FAMILY HOTEL, WITH UNINTERRUPTED SEA VIEW.

TOURISTS should not miss visiting this famous old Portuguese Colony. MACAO is distant 40 miles West of Hongkong and the trip is made DAILY, except SUNDAY, by the Saloon Steamer "HEUNG SHAN" leaving Hongkong at 8 P.M., connection being made with Daily Steamer Service to Canton.

For Terms, apply MANAGER.

Telegraphic Address, "Boavista." [1494

OCCIDENTAL HOTEL.

38, DIVISION STREET, KOBE, JAPAN.

MRS. E. D'ARCY, PROPRIETRESS.

PLEASANT ROOMS, FIRST CLASS CUISINE, CENTRAL POSITION, AND MODERATE SCALE OF CHARGES.

Hongkong, 21st June, 1897. [1434 37]

SHIPPING.

ARRIVALS.

July 27, MONMOUTHS[illegible]HIRE, British str., 1,871, W. A. Evans, P[illegible], Generaland Pl[illegible]rtland (Oregon) 17th June.—SHEWAN, TOMES & Co.

July 28, WOOSU[illegible]ur, British str., 1,109, Clogg, Wuhu 22nd [illegible] July, General.—BUTTERFIELD & SWIRE.

July 28, TA[illegible] LEN, German str., 828, Calender, Nagasaki 22nd July, Coals.—MEYER & Co.

July 28, CLUDEN, British str., 2,035, J. T. S[illegible]anderson, San Francisco 28th June.—P. M. S. S. Co.

July 28, DANTE, German str., 1,802, Kopke, Mantung 25th July, Salt.—CHINESE.

July 28, FRAMNES, Norw. str., 957, Gabrulli, Canton 28th July, Ballast.—ORDER.

July 28, HAILAN, French str., 377, J. C. Gerard, Hoihow 27th July, General.—A. R. MARTY.

July 28, CRESTES, British str., 2,886, A. D. Baker, Shanghai 24th July, General.—BUTTERFIELD & SWIRE.

July 28, DELLA, German str., 3,200, E. Christiansen, Moji 23rd July, General and Coal.—SIEMSSEN & Co.

July 28, LOOSOK, British str., 1,015, J. B. Jackson, Bangkok 22nd July, Rice and General.—BUTTERFIELD & SWIRE.

July 28, SAHNE-RICHMENS, German str., 598, Sanders, Amoy 26th July, Ballast.—ARNHOLD, KARBERG & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 28TH JULY.

Daphne, German str., for Shanghai.
Australian, British str., for Macao.
Namoa, British str., for Swatow.
Columbia, British str., for Foochow.
Chowtai, British str., for Swatow.
Framnes, Norw. str., for Port Wallut.

DEPARTURES.

July 28, KWANGLEE, Chinese str., for Shanghai.
July 28, ERAX, British str., for Saigon.
July 28, BAYERN, German str., for Shanghai.
July 28, BEUKHILDE, German str., for Saigon.
July 28, CHOWTAI, British str., for Bangkok.
July 28, COLUMBIA, British str., for Tacoma.
July 28, DAPHNE, German str., for Shanghai.
July 28, FRAMNES, Norw. str., for P. Wallut.
July 28, FEELE, Danish str., for Haiphong.
July 28, HOHENZOLLERN, Ger. str., for Yokoham.
July 28, NANSHAN, British str., for Singapore.
July 28, PESHAWUR, British str., for Bombay.
July 28, PINGSUEY, British str., for Shanghai.
July 28, PROPONTIS, British str., for Reunion.
July 28, WOOSUNG, British str., for Canton.
July 28, ZAFIRO, British str., for Manila.

PASSENGERS.

ARRIVED.

Per *Della*, str., from Moji—Messrs. Behr, Tollin, Haslam, Smith, Inouye, and Arake.

DEPARTED.

Per *Bayern*, str., for Shanghai from Bremen—Messrs. L. Arnold and A. Madsen. From Southampton—Messrs. J. Dawson, E. R. Palmer, S. J. Lee, and E. Roese, Mrs. Wilson and 5 children, and Mrs. Richard. From Genoa—Messrs. S. Matinasi, C. Cabella, and N. Castegliono.

Per *Hohenzollern*, str., for Yokohama from Bremen—Professor and Mrs. Bahlsen. From Southampton—Mr. Lazarus. For Hyogo from Genoa—Mr. Bruno Dieckmann. From Singapore—Mr. Konisi. For Nagasaki from Hongkong—Mrs. Masu.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. Edgar G. Barrett	Mr. & Mrs. E. S. Joseph
Mrs. H. Bathurst & child	Mr. C. P. Karberg
Mr. L. Bérindeague	Mr. H. Kindrick
Mr. Alfred Bryer	Mr. Geo. Kirkpatrick
Mr. W. J. Canter	Mr. W. Lange
Mr. W. Chester	Mr. Leon A. Levy
Mrs. Clegg	Mr. T. E. Mercer
Mr. C. Crane	Mr. & Mrs. T. Hope Murray
Mr. Emil Daub	
Mr. William Doherty	Mr. R. A. Napheggi
Miss Drum	Mr. T. A. J. Noorbhoi
Miss Douglas	Mr. Edward Osborn
Mr. W. A. Duff	Mr. F. von der Pfordten
Mr. Thos. E. Evans	Mr. A. H. Pollard
Mr. H. K. C. Fisher	Mr. Arch. Reid
Dr. J. B. Fowler	Mr. A. Sinclair
Mr. A. F. Gault	Mr. T. A. Stetson
Miss Gault	Dr. J. H. Swan
Capt. F. D. Goddard	Mr. L. Tollefson
Mr. A. H. Gould	Mr. H. Twyford
Mr. Arthur F. Green	Mrs. Unsworth
Miss Greene	Mr. L. Webster
Mr. C. Harris	Miss C. K. Wellman
Mr. John A. Harvey	Mr. & Mrs. Wm. Willey
Mr. Herman A. Heydt	Miss Whitley
Mr. T. Howard	Surg. Capt. Whitty, A.M.S.
Mr. Kerfoot Hughes	

MOUNT AUSTIN HOTEL.

Mr. John Andrew	Staff Surgeon Keays, R.N.
Mr. & Mrs. J. S. Bartrum	Mrs. Keays
Mr. A. Becker	Mr. & Mrs. Kirch & child
Mr. W. Bolley	Mr. & Mrs. Kuhn and two children
Mr. & Mrs. Bolles	
Mr. & Mrs. A. H. Bottenheim	Mr. & Mrs. J. W. Norton Kyshe
Mr. Hart Buck	Mr. Leverett
Mr. J. G. T. Buckle	Mr. MacLeod
Mrs. T. H. Christie	Mr. Malsch
Mr. Charles Cohen	Rev. P. W. McClintock
Commander Corry	Mrs. P. W. McClintock
Mr. Coughtrie	Mr. Jas. McKie
Mr. & Mrs. G. C. Cox	Miss Dick Melbourne
Miss M. C. Craig	Mr. H. F. Meyerink
Mr. W. H. T. Davies	Mr. G. F. Montgomery
Mr. Victor Deacon	Mr. A. G. Morris
Mr. & Mrs. Dejeux	Mr. Newman Mumford
Mr. Alex. Donald	Rev. William Musson
Mr. & Mrs. Gray Donald	Mr. A. Van Nierop
Master Nigel Gray Donald	Col. The O'Gorman
Mr. & Mrs. H. Duff	Mr. & Mrs. Pestalozzi and two children
Col. Elsdale, R.E.	
Surgeon-Col. Evatt	Mr. C. H. Ross
Mr. N. G. Evans	Mr. K. McK Ross
Mrs. H. Faithful	Mr. W. Radeloff
Mr. Eric Georg	Mr. H. Rümcker
Mr. D. Gillies	Mr. G. Sierich
Colonel Gorges	Mr. Otto Struckmeyer
Mr. & Mrs. Hienze	Capt. A. Tillett
Capt. W. R. Hill	Miss Tindal
Mr. Chantrey Inchbald	Mr. G. H. Wheeler

VESSELS IN DOCK.

ABERDEEN DOCKS.—Oscarshal.
KOWLOON DOCKS.—H.M.S. Pique, Chingtu.
COSMOPOLITAN DOCK.—City of Rio de Janeiro.

TO-DAY.

Auction Furniture at Old Hongkong Club, Hughes & Hough, 2 p.m.
Meeting of Sanitary Board, 4.15 p.m.
Pollard's Opera Company, Theatre Royal at 9 p.m.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 10.30 a.m. ... Every quarter of an hour.
11.30 a.m. to 12.30 p.m. ... Every half hour.
12.30 p.m. to 2.30 p.m. ... Every quarter of an hour.
2.30 p.m. to 8.00 p.m. ... Every quarter of an hour.
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

SATURDAYS.

Extra Night cars at 11.30 and 11.45 p.m.

SUNDAYS.

8.45 a.m. to 10.15 a.m. Every half hour.
10.30 a.m. and 10.40 a.m.
Noon to 2 p.m. ..... Every quarter of an hour
3 p.m. to 8 p.m. ..... Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1896. [824

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month; it is of Superb Quality and of CUTLER, PALMER & Co.'S SELECTION.

Sole Agents for it—

LANE, CRAWFORD & Co., Hongkong.

NOTICE TO CORRESPONDENTS

ONLY *communications relating to the news columns should be addressed to* THE EDITOR.

Correspondents must forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, JULY 29th, 1897.

THE Hongkong General Chamber of Commerce is virtually invited by Mr. BYRON BRENAN, the British Consul at Canton, to enter upon an agitation with reference to the levy of lekin at the open ports. The invitation is contained in a reply by the Consul to a representation made to him by the Chamber on the subject of the kerosine and match farm at Wuchow. Mr. BRENAN says:—"As a question of tactics I would "venture to doubt the expediency of attack-"ing the procedure in Kwangsi when the "same thing on a much larger scale is going "on in Kwangtung. A similar tax is "farmed by a syndicate in this province; "and within the treaty port of Canton "itself, where according to the tariff "kerosine should reach the consumer after "paying a duty of about nine cents per "case, a further tax of 30 cents is imposed, "and has been imposed for years, without "any complaint having been made from "any quarter." This is the passage we construe as an invitation to the Chamber to attack this question of lekin, and it must be gratifying to the mercantile community to find that the Consul is prepared to point out what he conceives to be abuses requiring a remedy instead of waiting to have them pointed out to him. The Chamber apparently thinks it necessary to excuse or palliate its past neglect in the matter mentioned, for the Chairman, replying to Mr. BRENAN, points out that "when the "Kwangtung farm was inaugurated there "were many equally, and some even more, "pressing questions (such as for instance "the transit pass question) which at that "time it was apparently impossible for "Foreign Governments to enforce, and "it is therefore less surprising that "this particular breach of Treaty rights "was not then brought prominently "into notice."

The natural corollary to these remarks by the Chairman of the Chamber of Commerce is that the other difficulties referred to having been to some extent disposed of this particular one may now be discussed. It is to be feared, however, that attacks upon isolated lekin charges are likely to lead to but a barren result, if indeed they may not do actual harm by courting defeat. The system, it seems to us, should be dealt with comprehensively. Foreign merchant have already expressed their willingness to assent to a very considerable increase in the import duties provided the goods are freed by one payment of all further charges. That is the object to be aimed at, and no opportunity should be lost of pressing upon the Chinese Authorities the desirability of a sweeping fiscal reform. But unless some *quid pro quo* can be given it seems idle to agitate for the abolition of this or that lekin duty, the legality of lekin having unfortunately been admitted by the British Government. When it was proposed by Japan in the peace negotiations at Shimonoseki that goods that had paid import and transit duty should be exempt from lekin and all other charges LI HUNG-CHANG used as his strongest argument against the proposal the references to the subject in the British parliamentary blue books. "There is no Go-"vernment," said LI, "which more jealously "guards its commercial privileges than "Great Britain, and her subjects engaged in "the Chinese trade have often moved her "Ministers to secure relief from the lekin "tax, but without success." Lord ELGIN, the Board of Trade, the Foreign Office, and Sir THOMAS WADE were all quoted in support of lekin, and the upshot was that the Japanese demands upon this point were withdrawn. It is not likely that the British Government will now be found ready to execute a *volte face* on the subject and reverse all the declarations upon which LI HUNG-CHANG relied. But it is contended, we believe, that these declarations only refer to goods proceeding inland and do not cover the long of levy at the open ports, where the goods should be free after the payment of import duty. That might have been the case originally, but long usage has also sanctioned the levy at the ports when the goods have passed out of the foreign merchants' hands, as in the case of kerosine at Canton mentioned by Mr. BRENAN. The levy has gone on for years, as Mr. BRENAN says, "without any com-"plaint having been made from any quarter." The objection which has been successfully urged in the case of the Kwangsi kerosine and match farm was, as we understand, not that the levy of lekin was in itself illegal, but that it was farmed out to a trading concern under such terms as to create a commercial monopoly. It is most desirable, in the interests both of the Chinese revenue and foreign trade that lekin should be swept away entirely, but as long as the system remains as a recognised institution it appears hopeless to object to the levy on kerosine at Canton mentioned by Mr. BRENAN.

THE sentence of three years' imprisonment with hard labour which was passed upon the Indian artilleryman for committing perjury before the Chief Justice will, we hope, act as a stern warning to the other members of his race who are so prone to give lying evidence. The prisoner was tried by Mr. Justice WISE. Probably no one in Hongkong is better acquainted than Mr. WISE with this most reprehensible class of crime. In his capacity of Puisne Judge Mr. WISE has had an exceptionally large experience with Indians, and he has on several occasions expressed himself in very strong terms when he has been convinced that perjury has been committed. A liar is an enemy to himself and a danger to everybody; a perjurer is a venomous creature who is willing to be swayed this way or that way—to criminally shield a man from lawful punishment or to swear away his life—according to the side to which he loans his lying tongue. Perjury is a crime which is most difficult to prove, and unfortunately in Hongkong it is very rife. We suppose that in most instances money is the motive for giving false evidence, and in this connection we would like to relate an incident which recently occurred in the Supreme Court. Two barristers were defending some Indians who were charged with assault. One barrister had half-a-dozen witnesses to prove that his client was innocent; the other had no witnesses, but he obtained the names of his learned friend's witnesses and asked his man if any one of them could prove that he took no part in the crime. To the barrister's surprise his client ingenuously replied, "No, sir, I have "not paid them!" Happily, all the prisoners were convicted. How to check or altogether suppress perjury is a problem which the ablest jurists have not yet solved, and probably it never will be solved. A celebrated judge in India once remarked that the only way you could be certain whether an Indian was telling a lie was by looking at his naked feet. Keen observers will have noticed the Sphinx-like stolidity in the face of an Indian witness, whether he is lying or not, and it might serve a useful purpose to ascertain whether an Indian's toes do really form a reliable indicator of the extent of his veracity. And what about the Chinaman? Would that somebody could find the anatomical barometer he possesses. To lie seems to be part of his nature, but for all that there may be one sensitive point in his body which gives an involuntary twitching when a lie is told. That point is certainly not in his face.

The D. D. R. Steamer *Aglaia*, from Hamburg, left Singapore for this Port on 27th inst. and may be expected here on or about the 2nd August.

The *China Gazette* of the 23rd July says:—Just as we go to press we are informed by a well-informed quarter that the Convention for the Belgian Loan was ratified yesterday in Brussels.

Hook Goon, licensee of the Grand Hotel, was charged on remand at the police court yesterday with selling adulterated whisky. Mr J. F. Reece appeared for the defence and raised several technical points. These, however, were overruled by His Worship, who found the offence proved and imposed a fine of $50.

The Hawaiian steel ship *Helen Brewer*, while on her voyage through the Pescadores Channel, went ashore at 6 p.m. on the 5th July during a thick fog on the same reef as the ill-fated P. & O. steamer *Bokhara*, which was lost on the 10th of October, 1892. The *Helen Brewer* was going at the rate of twelve knots an hour, and the sudden shock was severely felt by the crew. She had on board a cargo of 61,000 cases of kerosene oil from New York and about 800 cases had to be thrown overboard to lighten her up, after which she got off safely the next morning, arriving in Shanghai on the 10th July, after making a record passage of 106 days. Her cargo has been discharged into the Eastern Wharf and Godown, and she went into the Old Dock on the 21st for a survey.—*China Gazette.*

We would remind our readers of the opening performance of Pollard's Juvenile Opera Company to-night.

The *China Gazette* understand that at the last meeting of the Consular Body at Shanghai the letter addressed by the manager of the Bank of China to the Chamber of Commerce came up for discussion in connection with the request that the document should be forwarded to the Corps Diplomatique in Peking. Some of the Consuls opposed the Consular Body interfering in the matter or acting as the agents of that unfortunate institution to enforce its recalcitrant shareholders to pay up their calls, on the ground that there was no diplomatic principle involved in the question, which was merely one of private contract. In the result the letter was sent on to the Ministers without any recommendation or comment.

At the Magistracy yesterday the owners of three houses were summoned at the instance of Dr. Clark, Medical Officer of Health, for neglecting to have their premises whitewashed. The first defendants were Messrs. Gilman and Co., who were summoned in respect of a house at 46, Stanton Street. Mr. Slade, who represented the firm, said they were agents for the owner, who was in England. The property was leased to Chu Wa, to whom they had let four rows of houses. When the notice was sent in about the lime-washing he (Mr. Slade) sent it to the lessee, and he did not know the work had not been done. It was customary for the lessee to lime-wash the premises. The Magistrate held that, as Messrs. Gilman received rent from the house, they were responsible and inflicted a penalty of $5. The Procurator of the Spanish Dominican Mission was summoned for a similar offence. These premises were also leased. A similar fine was inflicted. The Secretary of the Land Investment and Agency Co. was also summoned on a similar charge. Dr. Clark stated he had written requesting proceedings to be stopped, as defendant had complied with the order. The Magistrate decided that as the work was not commenced until after the summons was taken out he should inflict a fine of $5.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

LONDON, 26th July.

THE UNITED STATES AND JAPAN.

The *New York Herald* states that the reply of Japan to Senator Sherman's note, replying to the original Japanese protest against the annexation of the Hawaiian Islands by the United States, indicates that Japan will continue to wage a diplomatic war, and may possibly go further, to prevent the annexation. The reply further states that it is impossible for Japan to acquiesce in the probable consequences of the extinction of the Hawaiian sovereignty.

It is believed in New York that this only means a rupture of relations and not war.

GERMANY.

The Prussian Lower House has, by a majority of four, a second time rejected a stringent Government Bill for amending the law of association for empowering the police to dissolve public meetings.

HONGKONG POLICE AT THE DIAMOND JUBILEE CELEBRATION.

AN INTERESTING LETTER.

The following interesting letter has been received by a European member of the Hongkong Police Force from one of his comrades who took part in the Diamond Jubilee Celebrations in London:—

Chelsea Barracks,
London, 25th June, 1897.

Dear ——, You will see by the heading of this letter that I am now staying at Chelsea Barracks enjoying a soldier's life. We (the Europeans) arrived here on the 20th inst. and joined the Indians and Chinese to take our humble part in the great Diamond Jubilee. Thank goodness it is now over. The day in London will never be forgotten. The Colonials had to fall in at 7 a.m. and from that hour until 3 p.m., when we returned, we could not get a drink of water. Two of our men fell sick in the ranks. One of them—Dixon—fainted and was removed to St. George's Barracks. The first medical man to receive him there was Dr. James, late of Hongkong. Dixon was all right the following morning. As you have doubtless seen from the papers we were allowed the privilege of seeing the whole of the Royal procession. Being the first to start we were drawn up at St. Paul's on both sides of Ludgate Hill, where we had an excellent view of the whole procession. The other officials who took part took up their positions in front of St. Paul's to receive Her Majesty. The weather was very hot indeed, the sun shining the whole day and putting us in mind of Hongkong. Of the processionists I think the Indian princes, with their gorgeous uniforms and decorations, made as gay an appearance as any. The whole sight was one which will never be forgotten by those who witnessed it. We had a fine view of Her Majesty the Queen. She looked most happy and smiled pleasantly as she glanced right and left. As she passed us she turned sharply round; probably the Chinese attracted her attention more than we did. Then she turned to the opposite side where the representatives of the Hongkong Regiment were stationed. The Princess of Wales and the Princess Christian were the other occupants of Her Majesty's carriage.

The service at St. Paul's Cathedral, though short, was very impressive. After this ceremony the procession moved on and we (the Colonial contingent) took up the rear, the bands playing the National Anthem, "Home, Sweet Home," and "Auld Lang Syne." The whole route was lined on both sides with soldiers and volunteers and they were for miles as close together as they could stand. The Colonials were received with deafening cheers by the public; indeed the cheers were so loud that sometimes it was impossible to hear the commands of our officers.

I saw some Hongkong residents along the line of route. They all recognised the Hongkong uniform. I forgot most of the names, but amongst them were Mr. Hancock and Captain Murray, late A.D.C. to General Barker. Captain Murray was with his Regiment and although he must have been fully occupied he gave me a nod of recognition and raised his hand as we passed him.

We marched in companies. The Europeans were first, the Indians second, and the Chinese were in the rear. A company of native North Borneo Police was just in front of us. These men are very small and we big men coming immediately behind them made them look still smaller. Everyone who spoke to us said we were a big lot of fellows and that our uniform was very smart. The same was said of the Indians. I must confess, however, that we did not look very smart by the time we returned to barracks. It was touch and go with all of us, but we all stuck to our colours. Some of the North Borneo native police dropped out of the ranks on the return journey an hour before we got to barracks; so did some of the Malays and representatives of other nationalities. If we could have got some water during the day I do not think we should have felt so bad, but although the sun was burning hot and we were carrying our carbines we did not get anything to drink and we naturally commenced to feel the want of some refreshment before we got back. Of course if we had fallen out of the ranks we could have got some water.

On the following morning, the 23rd, the Colonials paraded in Hyde Park in review order before Lord Wolseley. To-day we are going on the invitation of Sir Henry Irving to a private performance at the Lyceum Theatre. We have also been invited to the great naval review at Spithead to-morrow, and on the 1st July we are to attend the review of troops at Aldershot.

We are being detained here longer than we expected, and as we did not make preparations for such a long stay we have to rough it a bit, the Europeans, Indians, and Chinese being all in one room. The sergeants have a mess, but the constables have to take their food where they sleep. There have been many complaints about the treatment of the Colonials in barracks, but with such a large number of men representing nearly every corner of the globe we cannot expect too much attention. The Colonial contingent numbers about one thousand men. I have never seen such a crowd before. They are of all colours and shades and present an extraordinary sight with their various uniforms. I think we shall get away after the review of the 1st July.

Yours very sincerely.

COLLAPSE OF BUILDINGS IN QUEEN'S ROAD.

TWO MEN KILLED: ELEVEN INJURED.

About 7.40 yesterday morning Nos. 248 and 250, Queen's Road West collapsed, the result being that two men were killed, eleven injured, and three escaped with a slight scratch or so. The cause of the collapse is not known, but it may have been in part due to a fire which broke out in the top floor of No. 248. The ground floor of this building was used a lantern shop, the first floor as an opium divan, and the second floor was void, but it was occasionally used by the lantern shop people. The ground floor of No. 250 was a barber's shop, the first floor an opium divan, and the third floor was occupied by six families. The fire at 248 was not of much account, it having been put out before much damage had been done, but it may be that fire and water weakened the partition wall between the two houses. After the fire the occupants of 248 went away and the building was put in charge of an Indian and a Chinese constable, who stationed themselves outside to prevent anyone from entering pending an examination of the premises by the police. About 6.30 Police Sergeant Gauld went into the place and searched it, but found nothing in it warranting the assumption that the fire was wrongfully started. He then returned to No. 7 Police Station and had been there only a few minutes when the news was received that Nos. 248 and 250 had collapsed. Police Sergeant MacDonald and the firemen and police at No. 7 Police Station immediately turned out and with all haste proceeded with the work of rescue, being aided by a gang of coolies and later by firemen and police from other stations.

The accident was serious enough, but it might have been much more serious but for one or two combined fortunate circumstances. As we have said, the top floor of No. 250 was in the occupation of six families, but all of them, with the exception of a man and a woman, were on the verandah at the time of the occurrence, and the verandah remained intact. Another point is that the partition wall, which seems to have been the first to give way, did not topple over, but collapsed straight downwards, while the first floor of No. 250, where there were several men, did not break up immediately the crash came but shot off in a body and in a slanting position towards the opposite wall. These two last circumstances of course saved most of the men from being buried in a considerable depth of debris.

Before the police commenced operations in the way was moving the pile of broken bricks and mortar they listened for noices. The first they heard was a tapping at the back and at the side of the wrecked premises. Without further delay the material round this spot was shifted and in a very short time a man was rescued. He was not much hurt and he informed his rescuers that there were other men buried near him. After clearing away more of the debris four men crawled unassisted from underneath, and subsequently six others, including a woman, were rescued alive. Three of these men, before they were actually free, presented a sorry appearance. They had been dislodged of debris down as far as their knees, but as their legs were pinned between the edge of the flooring and a heavy beam and brickwork it was sometime before they could be got out. Singularly enough, they sustained very slight injuries. Of the two dead bodies found buried underneath the brick-work one was that of the master of the opium divan and the other of a coolie in his employ. Altogether eleven patients were sent to the hospital, two dead bodies were taken to the mortuary, and three men on being recovered were allowed to go away as there was nothing whatever the matter with them. Of the eleven taken to the hospital only three were detained. The first is suffering from injuries to the left foot and wounds on the head, the second has his right foot injured, and the third has several bruises about the body. Generally speaking the eight out-patients sustained only a few bruises and a cut or two.

The work of rescue was hard and hot and a little dangerous as the lower part of the partition wall did not look at all safe, while the front of the building had to be propped up in order to lessen the danger of its falling.

THE HONGKONG SHARE MARKET.

Mr. J. Y. V. Vernon in his weekly share report, dated 28th July says:—Business continues very slack and the market dull. Rates during the week have ruled steady, with an inclination to weakness, and the market closes without any apparent signs of revival.

BANKS.—Hongkong and Shanghais unchanged with small sales at 188 and 189 per cent. prem. and shares offering on time at equivalent rates. Nationals have changed hands in small lots at $24, $23, and $22.75, and are still obtainable at the last rate. Bank of Chinas continue neglected and out of the market.

MARINE INSURANCES.—China Traders and Unions have been enquired for in a small way at $77 and $227½ without leading to business, whilst Cantons and Straits have still been on offer without sales. The Northern Insurances have changed hands in the North at quotations.

FIRE INSURANCES.—Both Chinas and Hongkongs have been neglected, with little or no business at $107 and $360, closing with sellers.

SHIPPING.—Hongkong, Canton and Macaos have continued to rule dull, although a demand at $34½ in the early part of the week was not met; market closes steady at $34½. The Company has now issued a report which recommends the payment of a dividend of $1.20 for the half-year and carrying forward $29,974.01 to credit of working account; the figures compare favourably with last half-year's accounts. Indo-Chinas have been dull and more or less neglected, small sales only at $50½ and $50 having taken place. Douglases continue quiet and almost without business at $67 and $66½. China and Manilas have also ruled quiet and without business. China Mutuals are enquired for in a small way at quotations.

REFINERIES.—China Sugars have continued more or less neglected, sellers at $144 having ruled the market. A few transactions are reported at $143½ at which the market closes quiet. The large number of shares to be cleared at high rates for the approaching settlements is the chief cause of the depression. Luzons have found buyers at $47 and $47½, closing steady.

MINING.—Punjoms remained quiet during the early part of the week with but little business at $7.75 for ordinaries and $2.30 for prefs; at time of closing business is reported at $7 for ordinaries and $2.25 for prefs. New Balmorals have changed hands at $2.10 and $2 for prefs and at $1.90 and $1.70 for ordinaries. Jelebus have found buyers at $2.10, $2.15, and $2.25, closing steady at $2.10. Raubs in the early part of the week showed some signs of recovery and shares changed hands at $24½ in fair quantities. Upon Singapore, however, resuming the bombardment the rate gradually fell again to $24 and $23.75, after small sales at $24½. The Company have notified that a dividend of 1/ per share will be paid in August, making 2/ paid in dividends in six months, a very good result with only 20 stampers and with their large reserve of ore and the recent developments of the mines one that is not unlikely to be maintained. Mr. Bibby, the manager, goes home via Suez to arrange about the electric plant and owing to ill health. It is not yet quite certain when the new forty head of stampers will be working, but in an ordinary way another six or eight months should see them in full swing and the output will of course be greatly increased. Olivers have ruled quiet with but small sales of A's at $20 and B's at $5.75. Great Easterns have changed hands at $2.60 and can still be obtained at that rate.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks continue neglected with sellers at 240 per cent. prem. and buyers at $238 and no business. Kowloon Wharves have ruled quiet, with small sales at quotation. Wanchais have changed hands at quotation.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have been negotiated in small lots at $77 cum dividend, and Kowloon Lands at quotation. Hotels continue on offer at $50 without business. Humphreys Estates have found buyers at $9.25 and more shares are wanted at the rate, sellers holding for $9.50. West Points quiet and without business at quotation.

MISCELLANEOUS.—Green Islands have ruled weak with sellers and no buyers at $38½, $38, and $37½. Watsons have been on offer at $12.70 without inducing buyers to come forward. Electrics and Ropes have changed hands at quotations, and Tramways and Ices have been on offer without leading to business. Fenwicks have improved to $28 with sales. It is reported that the Company has disposed of its Kowloon property for $28,000. Cotton mills have ruled weak without business; the closing quotations for these are taken from Shanghai.

CHESS.

THE CABLE CHESS MATCH.

The position of the cable chess match was as follows yesterday afternoon:—

GAME No. 1

Singapore. White.	Hongkong. Black.
1. P to K 4	P to K 4
2. Kt to K B 3	Kt to Q B 3
3. B to Kt 5	P to Q 3
4. P to Q 4	P x P
5. Kt x P	B to Q 2

GAME No. 2

Hongkong. White.	Singapore. Black.
1. P to K 4	P to K 4
2. Kt to K B 3	Kt to Q B 3
3. B to B 4	B to B 4
4. P to Q B 3	Kt to K B 3
5. P to Q Kt 4	

THE WRECK OF THE "ADEN."

FURTHER DETAILS.

Bombay, 11th July.

The P. & O. *Ganges* brought to Bombay 34 of the native crew, consisting of lascars, firemen and waiters, rescued from the *Aden*, belonging to the same Company, which was wrecked on the Coast of Socotra on the 9th ultimo. The Europeans who were rescued, consisting of two engineers, the ship's writer, two lady passengers, two children, two ayahs, and three male passengers have been sent to England from Aden by another of the P. & O. fleet. The *Aden* ran ashore about 3 a.m. on the above date in very bad weather. Previous to the accident no observation could be taken on board for some two or three days, owing to the vessel having encountered a burst of the monsoon. After the ship ran aground an attempt was made to launch the boats, one at least of which is supposed to have got away, and the search for which is now being made by the s. s. *Rohilla* and another P. & O. steamer. The first officer of the *Aden* is stated to have been drowned while attempting to jump into one of the boats, while the fourth officer jumped into the sea and rescued a stewardess, who had fallen into the water. He succeeded in placing her in one of the boats, but then fell back and sank under the waves. The captain had his foot smashed and was washed overboard. The chief engineer was severely injured about the head, and the third engineer had his arm broken while endeavouring to obtain provisions for those who were left on board. The latter, owing to having to leave their cabins at dead of night, had only the scantiest of attire during the seventeen and odd days they were on board the wreck. They suffered great privations. The upper deck was partly above water, but was washed by seas that broke over the vessel almost incessantly, so that but small protection was afforded to either officers, passengers, or crew. On the 26th ultimo they were rescued by a boat of the R. I. M. s. s. *Mayo*, in charge of Lieutenant Dobins and Sub-Lieutenant Goldsmith, which made two trips from the steamer to the wreck in the worst of weather, and had by no means an easy task in safely removing persons from the stranded vessel. It may be added that on Jubilee Day those on board the *Aden*, despite their sad plight, drank the health of the Queen in the only liquid obtainable, viz., soda-water. They had at that time only uncooked ham on which to live. They were all in a sad plight when rescued, but were most kindly treated by all on board the *Mayo*, while the two injured engineers are reported to be progressing favourably.—*Madras Mail.*

ANOTHER ACCOUNT.

Bombay, 16th June.

As soon as the steamer struck, the captain, seeing the perilous position of the vessel, ordered the boats to be lowered, although the sea was very boisterous. The boats were lowered, and the passengers given the first opportunity to enter them. About forty-five passengers and crew got into the first life-boat and left the vessel. The chief officer, two kalasis, and a quarter-master got in the second boat, and followed the route taken by the first. In the third boat the second officer, a boatswain, and six kalasis entered. All others on the ship were asked to remain on board till the boats returned. Hour after hour dragged wearily and no boats returned, and it was believed by the persons left behind that those who had trusted themselves in these boats must have been drowned or washed away by the heavy seas. The boats left between 8 and 9 a.m. on June 9th. Nothing was heard of them, while the rest of the crew remained on board. On the morning of the 27th of June, after eighteen days' great privation, distress, and gloom, the crew on board were rescued by the R. I. M. S. *Mayo*. The number of passengers on board when the vessel struck was forty, including children and servants, and of these eight declined to go into the boats and remained on board. Some of them met the same fate as presumably the mistaken passengers who trusted to the boats. Out of these remaining passengers three females—two children and one ayah (Chinese)—were washed overboard. The people saved, therefore, only consisted of five passengers, two engineers, and one of the stewards (European), ten saloon servants, nine kalasis, and sixteen firemen and coal trimmers. The surviving passengers and crew endured great privation, and were momentarily expecting the breaking up of the ship. For the first three days they lived in the donkey boiler room. The weather having then slightly moderated, they shifted to a higher place, where they subsisted on potatoes, which they boiled with great difficulty in buckets with sea water. There was fresh water on board, but it was in a part of the half sunken ship which no one dared to enter. The days dragged wearily on for a fortnight, the area in which it was at all safe to remain becoming more and more restricted, as one part after another of the vessel broke up and was washed away by the heavy seas. During this time three steamers passed in the distance, but failed to notice, or if they noticed, to afford aid to the damaged vessel.

The *Mayo* was sent from Aden in search, and rescued the remaining passengers, officers, and crew on the 27th of June. They were taken to Aden, and landed. They were greatly emaciated owing to privation, and were very kindly treated on board the *Mayo*. The rescued crew have lost all their belongings. When they reached Aden the crew and others were provided each with clothing by the company's agent, and sent on board the *Ganges*, which brought them to Bombay. All went to their homes, and will present themselves to-day at the company's office at Mazagon. When the survivors left only the hulk remained on the rock, the rest having been washed away by the heavy seas breaking upon it. The men speak in high terms of the bravery displayed by Captain Hill and his staff. The only explanation of the disaster is that the vessel was driven out of her course in the darkness of the night by a cyclone.—*Madras Times.*

LETTER FROM AN "ADEN" PASSENGER.

Mr. R. Pescio, of Messrs. Jas. Watson & Co. Dundee, writes a long letter to the *Madras Mail* from Colombo, containing details of interest, which he was able to write through his having been a passenger by the *Aden* from Yokohama as far as Hongkong. He describes the voyage as far as that port, the incidents connected with the arrival of the various passengers, and how the usual groups on board ship were formed; and then proceeds:—

The doctor of the ship as well as Mr. Miller, third officer, I had met on the *Rosetta* on our way up to Hongkong, and as bad luck would have it, they had asked and had been allowed to be transferred to the *Aden* from the *Rosetta*, so that they might take a trip home. The stewardess left the *Aden* at Kobe and exchanged with another very anxious to get home. The chief officer, Mr. Cardew, was taking his first trip on the *Aden* to the Japan and China seas. Captain Hill had been on the *Aden*, if I remember right, since 1894. A more gentlemanly and jovial captain there could not be. He was all amiability to his passengers, and he soon became a great favourite with all of us, so that on leaving the steamer at Hongkong, where Mr. and Mrs. Keogh, Miss Keogh, and myself were to wait for the *Coromandel* to take us on to Colombo, we were all very sorry at leaving him. We arrived in Hongkong on the 16th of April, and little we dreamt, when saying good-bye to the *Aden* and her officers, that the good boat and the majority of her crew were starting for a trip from which only unfortunately there was to be no return for them! * * * On our expressing our wish to leave the *Aden* in order to catch the *Coromandel* and have a quicker passage home, Captain Hill used to smile and say that he trusted his ship to make as good and as quick a passage as any other of the Company's steamers, and could he have done so, he would have prevailed on us to remain on board. I should say that amongst some of the officers there was a sort of apprehension lest something would befall the ship. Without referring to the cause of his remark, the chief engineer, Mr. Carmichael, said to me one night at dinner—"Let us hope that we won't go down this trip." Captain Hill, also referring to a previous accident, made a similar remark. Was it a presentiment?

THE CONDITION OF THE WRECK.

Colombo, 12th July.

The Bibby line *Staffordshire*, which arrived yesterday, brings the latest news of the wrecked steamer *Aden*. The *Staffordshire* passed quite close to Socotra, and there saw the vessel lying high, but certainly not dry, on the rock, for waves were washing over her continually. She had, however, undergone but little change from the last received accounts of her. A previous vessel reported that she had lost her funnel, and the only additional sign of a break-up which the *Staffordshire* narrates is that her foremast had also gone. Otherwise she remains as before reported,—perfectly straight on the rock—and without any list. The officers of the *Staffordshire*, however, endorse all previous accounts that she is a hopeless wreck, and that, in view of the reefs which lie between her and the open sea—over which reefs she was carried apparently by the high sea running—it is utterly out of the question to tow her off.—*Times of Ceylon.*

SEIZURE OF A CHARTERED JUNK AT ICHANG.

THE CHINESE GIVE WAY.

The Ichang correspondent of the *N. C. Daily News* writes:—I told you in my last that a chartered junk had been seized by the officials ostensibly to be used for conveyance of famine rice. I am glad to say that the Consul's firmness at last succeeded, and that the junk is released. After ten day's shuffling on the part of the deputy Taotai, the Consul carried out his threat and telegraphed to Peking. As soon as they found that he had really done so they gave way, and so the episode, in the meantime, is at an end. Direct interference with the ordinary traffic is thus stopped, but the indirect interference with trade is very great and that from causes for which the officials are largely responsible. They impose such low rates upon the boats and trackers they employ, that the men prefer to make themselves scarce, and hence not only can they not get the rice up as they want to, but the junks chartered by foreign firms, many of which have been lying for weeks loaded and ready to start, cannot get crews either. It is easy to see what dislocation this means to the trade of the whole Upper Yangtze. If stocks which should have been at Chungking ere this are accumulated here, it must tell seriously on the present contracts and arrangements of merchants in the West, interfere with future orders, and so rebound on others below, the steamboat companies themselves among the rest. One wonders when these companies will seriously consider the possibility of running through to Chungking. A time like this, which may easily recur, would be a harvest to them. But as well as the natural obstacles to overcome, there would be need also for some efficient protection, for a time, for the steamers. The monkey myth has pretty well disappeared, but multitudes of boatmen and trackers continually going to and fro would not unlikely be disposed to hinder the opening of a traffic they would consider ruinous to the junk trade, and need stronger repression than the officials might care to give. Be this as it may, things are bad here just now; and the deadlock may continue indefinitely as it is said there are 30,000 piculs of rice to be sent up yet.

A CHINESE PRETENSION.

In his Report on the State of Trade at the Treaty Ports of China, Mr. Brenan mentions that:—"In Foochow the import trade is wholly in the hands of Chinese, but as a matter affecting the prosperity of the port, the British mercantile community complains, that although under the treaty of 1842 it is the city of Foochow that is open to foreign trade, the Chinese officials, for purposes of taxation, treat Foochow as outside the limits of the port. All merchandise after paying import duties at the Custom-house is further taxed on its way to the city or suburbs." The question at Foochow should have been settled long before this by the Consuls there or the Ministers at Peking; meanwhile it is being used as a precedent by the Chinese in an important question that is now before the Foreign Ministers at Peking.

The Chinese are endeavouring to insist that foreigners shall not be allowed to have business offices in the native cities of Hangchow and Soochow; they say that they have provided Settlements outside the walls of the cities, and foreigners must be content with those settlements. Of course, they would like, if they could, to restore the old Canton days, when foreigners were strictly confined within the four walls of the factories; but as this is now happily impossible, they are throwing, after the manner of Chinese officials, as many obstacles as they can in the way of foreign trade at the new ports. The position taken up by the United States authorities is that when a port is opened by treaty to foreign trade, it is not meant that the foreign concession is the only part that is opened; for if there were no foreign concession—and there are still several ports in that condition—could it be held that foreigners could not reside at the port so declared open?

This is, of course, a *reductio ad absurdum*. Some of the oldest foreign firms in Shanghai took their Chinese names from the Chinese mercantile establishments in the city at which these firms were lodged when Shanghai was first opened. They moved to the concessions subsequently because of the want of the amenities of civilisation in the native quarters, but there was no suggestion that they were not allowed to have offices in the city. To take a modern instance, we find that at Chungking, which has been opened for some years, the foreigners live and do business in the native city. In fact, it is really idle to suggest that where the port and the city are adjacent to each other, the opening of the port does not mean the opening of the city. Where foreigners do not live in the native city at an open port, it is from choice, not from any conviction that the port is open and the city is not. We may be pretty sure that if the Foreign Ministers tolerate this pretension, the next step will be for the Chinese officials to claim that at open ports missionaries must be confined to the concessions.

There is another very serious point, in upholding which the Chinese are no doubt using Foochow as a precedent. If China succeeds in persuading the Foreign Ministers to allow her contention, then all foreign goods landed at an open port will have to pay likin dues before they can be passed through the gates of the native cities at the ports. It is quite true that in the Chefoo Convention of 1876 Sir Thomas Wade weakly consented to "move his Government to allow the ground rented by foreigners (the so-called Concessions) at the different ports to be regarded as the area of exemption from likin;" but by the Additional Articles to the Chefoo Convention signed in London in 1885, it was provided that the arrangements in relation to the area within which likin ought not to be collected on foreign goods at the open ports, and to the Foreign Settlement area, required further consideration; and it was agreed between Lord Salisbury and Marquis Tseng, as representing their respective Governments, that these arrangements should be reserved for further consideration between the two Governments. Here the matter stands, that further consideration never having been given to it, though twelve years have elapsed since the additional articles were signed; and yet it is a fact, though it is difficult to believe, that the ingenious Princes and Ministers of the Tsungli Yamên are now relying on the Chefoo Convention in support of their claim that likin must be paid on foreign goods entering the city of Foochow.

As the question, however, is not regulated by the Chefoo Convention, it must be referred to the Treaties of 1842 and 1858. The Treaty of 1842 opens in so many words "the cities and towns" of Canton, Amoy, Foochow, Ningpo, and Shanghai to residence and trade, and there is no limitation as to the area that is to be open in each case. The Treaty of 1858 says that in addition to the five original ports, British subjects may frequent "the cities and ports of Newchwang, Tangchow (Chefoo)," etc., and "they shall enjoy the same privileges, advantages, and immunities as the said towns already opened to trade," etc. The Treaties with other Foreign Powers generally follow the British Treaties. The Treaty of Shimonoseki, under which Soochow and Hangchow have been opened, says:—"The following cities, towns, and ports, in addition to those already opened shall be open to the trade . . . with the same privileges and facilities as exist at the present open cities, towns, and ports of China."

The question is, we know, being vigorously taken up by the *Doyen* of the Diplomatic Body at Peking, and the Foreign Ministers, we may be sure, will resist this among the many other obstructions that the Chinese are so prone to put in the way of the carrying out of the Treaties.—*N. C. Daily News.*

SINKING OF THE "TAIHOKU-MARU."

A telegram from London received by the Osaka Shosen Kaisha on the 14th July states that the Company's new steamer *Taihoku-maru*, 3,100 tons, while on her way out to Japan, has collided with a vessel in the neighbourhood of Lisbon and finally sunk. All the crew are safe. The ship is insured to the full amount. Referring to the news the *Jiji Shimpo* remarks that the *Taihoku-maru* had been ordered by the Shosen Kaisha through the Mitsui Bussan Kaisha and all responsibilities for the ship rested with the latter Company until she was delivered to the owners on arrival in Japan. The vessel is fully insured and therefore the loss will be borne by the Insurance Companies. She was one of the three vessels ordered from England and was built by Messrs. J. L. Thompson & Co., Sunderland, at the cost of £60,000. She left London on June 22nd for Japan, the captain and the crew being all foreigners. Her cargo, which consisted of rails and other railway materials, became a total loss.—*Japan Gazette.*

A NEW SHIPBUILDING YARD FOR KOBE.

It is reported, says the *Kobe Chronicle*, that the Mitsu Bishi Company has under consideration a scheme for building a shipbuilding yard in the vicinity of Kobe that will be large enough to construct a war vessel of the size of the *Fuji*. Mr. Okamoto Harumichi, one of the principal officials of the Company, recently arrived in Kobe, and is said to have entered upon negotiations for the purchase of the Wado shrine and the grounds attached thereto, amounting to some 1,500 *tsubo*. To this will be added the premises of the Wada Warehousing Co., for which it is said the Mitsu Bishi offers 450,000 yen, and also other property adjoining. The paid-up capital of the Warehousing Co. is 157,500 yen, so that if the figures given are correct the Company will make a large profit by selling. The Government is said to have suggested the undertaking to the Mitsu Bishi, which finds its works at Nagasaki too limited and the locality unsuitable for expansion.

THE "TURBINIA" AT THE NAVAL REVIEW.

SUCCESS OR FAILURE.

In his report of the Diamond Jubilee Naval Review the *Times* special correspondent says:—During the passage of the Royal processions the lines were kept creditably clear by the vigilant and ubiquitous patrol-boats told off for the purpose, but in spite of all their efforts some few small craft and steamboats managed to defy their authority. Among these was the now famous *Turbinia*, the fastest vessel in the world. At the cost of a deliberate disregard of authority, she contrived to give herself an effective advertisement by steaming at astonishing speed between the lines A and B shortly after the Royal procession had passed. The patrol-boats which attempted to check her adventurous and lawless proceeding were distanced in a twinkling, but at last one of them managed by placing herself athwart her course to drive her out of the lines astern of the French cruiser *Pothuau*. Her speed was, as I have said, simply astonishing, but its manifestation was accompanied by a mighty rushing sound and by a stream of flame from her funnel at least as long as the funnel itself. Unless these commonplace, but very serious defects can be corrected, it is manifest that the system of propulsion devised by Mr. Parsons cannot be applied to torpedo-boats, for whose operations silence, secrecy, and invisibility are indispensable. The *Turbinia* again made her appearance as the Royal yacht was weighing anchor, and assuming a position, rather slowly and with much backing of her engines accompanied by the setting of a jib, which would enable her to steam through the lines. The *Turbinia* waited astern of the *Powerful* until the *Victoria and Albert* was well under way, and then followed her, at first at moderate speed, but gradually quickening up until the sea in her immediate wake was churned into a mass of white and seething foam. Probably she overtook the yacht within a very short distance and passed her at full speed, and perhaps her lawlessness may be excused by novelty and importance of the invention she embodies. But visitors to the Jubilee Review of 1887 will perhaps remember that a prominent feature of that occasion was the appearance of the Nordenfelt submarine, or rather submerged, boat just as the appearance of the *Turbina* was a prominent feature of the present occasion. Little or nothing has since been heard of the Nordenfelt boat as a practical invention. *Absit omen.* Everyone would regret if the *Turbinia* after her brilliant but unauthorized exhibition of yesterday should turn out only a similar nine days' wonder.

In a separate article giving a technical description of the boat the *Times* says:—In all the magnificent collection of war-vessels now assembled at Spithead there is none more interesting than a little craft that has recently come round from the Tyne. This is the *Turbinia*, a torpedo-boat of 100ft. long over all, 9ft. beam, and 44 tons displacement. As she floats, she is the fastest vessel in the world, having made on trial off the Tyne a mean of 32¾ knots. This remarkable performance is due to the fact that, in place of being fitted with the ordinary marine type of reciprocating engine, she has her motive power supplied by three steam turbines of the type invented by the Hon. Charles Parsons. Before describing the *Turbinia* more fully it will be well to give a brief description of the principle upon which the Parsons turbine works. It consists essentially of a cylindrical case. Attached to the inner surface of the case are a number of rows of inwardly projecting blades, which extend radially towards the axis of the engine. The function of these is to guide the steam for a purpose to be hereafter referred to. Through the engine there passes a shaft, which serves to convey the power generated, and, in the case of a vessel, is directly coupled to the screw-shaft. On the axial shaft is mounted a light drum, the external diameter of which is some inches less than the internal diameter of the case. When, therefore, the drum is placed inside the case and co-axial with it, there is left an annular space. This space is occupied by the blades, projecting inwards from the case before referred to, and by other rows of outwardly projecting blades attached to the outer surface of the light drum. The blades on the outer cylinder are called "guide blades," and the similar blades are known as "moving blades." When steam at pressure is admitted to the annular space it first comes in contact with a ring of the fixed guide blades, which are so formed as to direct the flow of steam on to the adjacent ring of moving blades at an angle to the surface of the latter such as will cause the moving blades to rotate round the axis of the engine. As they are firmly attached to the drum, and as the latter is fixed to the shaft, motive power for a screw propeller or a dynamo is thus obtained. There are, of course, numerous alternate rings of guide blades and moving blades, there being perhaps 80 rows of both in an ordinary Parsons turbine. It will be seen that the fundamental principle is that of a water turbine or, to take a more elementary example, of a windmill. In all three a fluid, steam in this case, strikes an inclined or curved surface and thus produces rotatory motion. The object of the fixed guide blades will be apparent. When the steam has been directed on one course by a ring of moving blades it requires to have its line of motion altered so that it will strike the next ring of moving blades at the required angle. The guide blades are so shaped as to effect this purpose. In order to use steam economically it must be worked expansively, and it is this problem which Mr. Parsons has succeeded in solving by the following ingenious device. As the steam does work it necessarily increases in volume, and loses proportionately in pressure. In order to accommodate the increased volume additional blade area is given by gradually increasing the annular space and the size of the blades. In this way we have the analogue of the two diameter cylinders of the ordinary compound engine, but in the turbine the action is more perfect because it is gradual and continuous, and therefore is capable of being carried much further. As an instance of this it may be stated that in the *Turbinia's* engines the steam is expanded 170-fold as against 16-fold in ordinary triple expansion marine engines. The *Turbinia* has three turbines, which drive directly three propeller shafts. In order to work these motors most efficiently a high speed revolution is required. The revolutions at full speed are 2,100, a rate of turning which, it is

needless to say, has never before been attempted in any vessel. This high speed precludes the use of a propeller of ordinary dimensions, and to obtain the necessary grip of the water three screws are placed on each shaft, or nine in all. The propeller question in connexion with this boat is one of remarkable interest, and Mr. Parsons' experiments have already led to a good deal of light being thrown on a very obscure detail of marine engineering, more especially in regard to cavitation. It would, however, not be possible to enter into the subject here. It will be sufficient to say that the propeller difficulty has been so effectively overcome, or perhaps one should say masked, as to allow the remarkable speed before mentioned to be obtained. This of course, is chiefly due to the high efficiency and lightness of the machinery—that is to say, that a Parson turbine will get more power from the steam generated by a given boiler as compared to an ordinary marine engine, although it may be considerably lighter than the latter. The total weight of the *Turbinia's* engine is 3 tons 13 cwt., and they develop 2,100 indicated horse-power as determined by Professor J. A. Ewing, F. R. S. Ordinary Navy engines of the torpedo-vessel class would weigh probably 15 to 20 tons. The boiler of the *Turbinia* is of the now well-known water-tube type, and does not call for special notice; there are two cylindrical condensers of ordinary design. The hull is modelled on lines usual with torpedo craft. During last week the boat made sundry runs in the Solent at full power, and a number of naval officers and Admiralty officials took the opportunity of getting some experience of the vessel. On Thursday she made a run from Cowes to Portsmouth at a speed which was estimated at between 31 and 32 knots. As might be anticipated from the nature of the engines, there was almost an entire absence of vibration. Owing to difficulty in reversing the steamer turbine the *Turbino* will go astern at a speed of about three knots only. To overcome this a special reverse turbine is to be added.

SCIENTIFIC MISCELLANY.

Anthropologists have ascertained that the Andaman Islanders, the smallest race of people in the world, average less than four feet in height; while few of them weigh more than 75 pounds.

A new speaking tube for steamers has the pipe insulated by a waterproof textile covering, which makes it easy to hear speech in the engine room from a distance of 300 feet.

Extraordinary expectations seem to have been built upon a new variety of asphalt, locally known as "Munjak," which was not long ago found in large quantities in Barbadoes. It exists near the surface of the ground, in seams from one to two feet thick. It is supposed to have been formed by the drying up and consolidation of petroleum, which occurs with it, and while its composition is very similar to that of Trinidad pitch, the Utah uintahite or gilsonite and the Canadian albertite it is claimed to be superior to these in quality. It even rivals the Egyptian asphaltum. The material has been successfully used for electric insulation, for fine varnishes, for paving concrete, for fuel with peat or other organic matter, and for enriching coal gas. The prediction is made that it will even supplant rubber in all waterproof work.

The investigations of M. Meguin have now made it possible to determine with great precision the time of death of a person by noting the bacteria present in the body. He has conclusively proved that the successive forms always arrive in the same order from the time of death to that of complete disintegration of the body—a fact that has been shown by several interesting examples to be of great practical value.

The director of the gas-works at Aix-les-Bains, France, has perfected a single system of automatically lighting and extinguishing gas-jets from any distance. The burner is closed by a steel plate, which is magnetized and drawn aside while an electric current is passing through it, the escaping gas being ignited either by a spark from the plate or the incandescence of a suitable material. The plate falls back over the burner on being demagnetized.

From records extending back to 1689, M. Camille Flammarion finds that the rainfall of Paris has gradually increased about 3 inches, being now a little more than 22 inches a year. The amount of difference seems to indicate that the increase is real and not due to greater accuracy of observation.

Evidence of the complexity of cathode rays is found by M. H. Deslandres in the fact that when a ray is turned aside by a neighbouring body it is divided into several unequally deviated rays.

Nansen's discovery of a deep Arctic basin has suggested to M. de Lapparent that the real shape of the earth may be that of a top, with the South Pole as its spinning point. This theory results from considering that the area we may now assign to the Arctic Ocean is almost the same as that given by Murray to the Antarctic Continent (about 1,750,000 square miles), while the depths observed by Nansen correspond in order of magnitude to the heights observed by Ross. Such a supposition, it is added, would tend to reconcile the slight differences of astronomers and geodesists as to the ratio of the polar and equatorial diameters. The latter base their value of the polar flattening (1-294th) upon measurements made almost entirely in the northern hemisphere, and the value obtained by M. Tisserand from the precession of the equinoxes (1-297th) may prove sensibly correct if the effect of a south polar protuberance upon the form of the sea surface is considered.

A supply of spring water at Kiel, Germany, is so strongly charged with iron as to be unsuitable for use. To improve it, the authorities first cause it to traverse a system of metallic channels and cascades, then to pass through a bed of coke 10 feet thick, and finally through sand filters, each about 65 feet long and 49 feet wide. The treatment has proved successful in removing all iron, leaving the water unobjectionable in colour, taste, and smell. The bed of coke is divided into eight compartments, which are washed free from iron once a week by isolating a compartment at a time, and the sand filters are cleansed by replacing a thin upper layer with clean sand.

Darwin's view that the human beard is a hereditary remnant of animal growth is directly opposed by A. Brandt. This writer believes that it has been acquired in man's development, and that the occasional beard of women is prophetic of a coming time when all women will be bearded.

"Growing pains" are a myth, says Dr. Irving S. Haynes. The pains mean Pott's disease of the spine, and the ignorant or lazy doctor does not find it out until the limp or the hump on the back appear.

The scheme of covering the Sahara with forest is pronounced by M. P. Privat-Deschenel utterly impracticable, the arid plateaus being hopeless desert. On a limited scale, however, the valleys—most of which are favoured with a small amount of water—may be successfully planted with tamarisk, acacia, eucalyptus, and poplar, the last-named tree having unexpectedly proven the most suitable. In the forest shelter, vegetables and fruit trees may be grown.

Fluorine, remarkable both as the most active of the chemical elements and as the only one forming no compound with oxygen, was with great difficulty isolated by Moissan in 1887. Its liquefaction, just announced by Prof. Dewar, adds a new and extraordinary detail to the chemistry of cold. The gas liquefies at a temperature of 185 deg. below zero Cent., and the product is a yellow mobile liquid which has lost the intense chemical energy and become entirely inert.

SHIPPING REPORTS.

The British steamer *Orestes*, from Japan and Shanghai 24th July, had moderate weather throughout.

The French steamer *Hailan*, from Hoihow 27th July, had light S.E. breeze and cloudy weather, smooth sea.

The British steamer *Monmouthshire*, from Portland (Oregon) 17th June, spoke on the 27th July, *Queen Elisabeth*, of Glasgow, lat. 22.37 N., long. 115.57 E., bound to East.

The British steamer *Loosok*, from Bangkok 22nd July, had moderate S.W. winds, squally with rain at intervals to Cape Varella; from thence to port light variable winds and fine cloudy weather.

VESSELS PASSED ANJER.

July 6, German ship *Furst Bismark*, Brans, from Sourabaya for Rangoon.

7, Dutch str. *Oengaran*, Sharp, July 7, from Batavia for Rotterdam.

7, British str. *Fifeshire*, June 2, from London for Batavia.

9, Norw. bark *Vesorus*, Nilsen, May 29, from Bangkok for Cadiz.

9, British ship *Sierra Nevada*, Scott, April 2, from Cardiff for Hongkong.

9, British ship *Earl of Hopetown*, Rowley, April 8, from Rotterdam for Batavia.

9, German ship *Richard Rickmers*, Kruger, April 2, from Cardiff for Singapore.

12, *Kaiser*, German ship *Faust*, May 29, from Newcastle (N.S.W.) for Singapore.

12, British ship *Sierra Segura*, Procter, June 2, from Saigon for Falmouth.

13, Dutch str. *Merapi*, Mink, June 5, from Rotterdam for Batavia.

13, British bark *Cambusdoon*, Newman, from Singapore for New York.

14, Fo. bark *Foohng Suey*, Willett, May 25, from Manila for New York.

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

Hurley's New Jubilee Book of Hongkong—60 Views	$10.00
Siam, by Maxwell Sommerville	8.00
Tarantula (Valse), by W. G. Bentley	0.85
A Story Teller's Pack, by F. R. Stockton	2.00
Illgotten Gold, by Tarbitt	2.00
Bob Covington, by Gunter	1.30
A Frisky Matron, by Percy Lysle	1.30
Not so Bad After All, by Nat Gould	1.30
Railway Engineering, Mechanical and Electrical, by Haldane	9.00
Chemical Analysis "Qualitative," by Fresenius	8.50
The Dynamo, by Hawkins and Willis	6.00
Japan and the Pacific	4.50
Bright Celestials	3.50
Reed's Engineer's Hand-Book	7.00

Some New French Novels.
Academy and Salon Pictures.
KROPP'S RAZORS and STROPS.

QUEEN'S ROAD, Under HONGKONG HOTEL. [24

KELLY & WALSH.
LIMITED.

NEW AND STANDARD WORKS.

The Bible, Its Meaning and Supremacy, by F. W. Farrar	$ 8.50
The Matabele Campaign, 1896, by Col. R. S. S. Baden Powell—Fully Illus.	4.50
Romantic India, by Andre Chevrillon	4.50
The Indian Empire—Its People, History, and Products, by Sir W. W. Hunter	15.00
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Brassey's Naval Annual, 1897	6.50
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Famous British War Ships and their Commanders, by W. Wood	3.50
Barrack and Battlefield—Tales of the Service at Home and Abroad, by W. Wood	3.50
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Pen and Pencil In Parliament, by Harry Furniss	3.00
Kyshe's Law Relating to the Attorney and Solicitor General in England	7.00
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Manners For Men, by Mrs. Humphry	0.70
The Heart of a Continent, a Narrative of Travels In Manchuria, Across Gobi Desert, Through Himalayas, Pamirs, and Chitral, 1884-94, by Captain F. E. Younghusband	12.00
Spon's Encyclopedia of Manufactures and Raw Materials, 2 vols.	37.50
The Colliery Manager's Handbook, by C. Pamely	13.00
The Pamirs and the Source of the Oxus, by Rt. Hon. Geo. N. Curzon, M.P.	4.00
From Far Formosa—The Island, Its People and Missions, by G. L. Mackay	4.00

KELLY & WALSH, LTD. [23

NOTICE.

SUN SING LOONG (新勝隆) have always for SALE a fine assortment of the new season's selected PRESERVED GINGER and SWEETMEATS of their well-known Manufacture.

Head Office: HONGKONG, No. 3, Sai On Lane, West Point.

Branch Office: HONAM, Canton.

CHUI CHEW TING,
Manager.

Hongkong, 30th April, 1897. [1042

NOTICE.

FOR SALE.

WOOD'S CELEBRATED VICTORIAN BUTTER ("COW BRAND") in 1 lb., 2 lb., 5 lb., and 10 lb. Tins, in QUANTITIES OF NOT LESS THAN ONE CASE.

Smaller Quantities may be obtained at the TYSING, KWANTAI, NAMHINGLOONG and all the principal Ship's Compradores, Market, and Provision shops.

GEO. P. LAMMERT,
Sole Agent for HONGKONG,
the COAST OF CHINA and
the PHILIPPINES.

Hongkong, 1st June, 1897. [1508

SIEN TING.
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 23rd September, 1891. [740

PORTLAND CEMENT
J. B. WHITE & BROS.

SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & CO.

Hongkong, 11th April, 1883. [1402

DAVID CORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
CANVAS

ARNHOLD, KARBERG & CO.,
Sole Agents.

2895]

DR. KNORR'S
ANTIPYRINE
Patented
"LION BRAND."

In Powder and Crystals; also in Drops of 5 grains, easily soluble in Water, Wine, etc.

FEVER, RHEUMATIC & NEURALGIC AFFECTIONS.
NERVOUS AFFECTIONS.

ARGONIN.
(REGISTERED TRADE MARK.)
SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorrhœa in 1 to 2 per cent. solutions possesses similar bactericide action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

BANKS.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER, 185[illegible]
HEAD OFFICE, LONDON.

CAPITAL PAID-UP	[illegible]
RESERVE LIABILITY OF SHAREHOLDERS	[illegible]
RESERVE FUND	[illegible]

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.

On Fixed Deposits for 12 months 4 per cent.
" " " 6 " 3½ "
" " " 3 " 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 3rd June, 1897. [16

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [13

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL	$10,000,000
RESERVE FUND	$ 6,500,000
RESERVE LIABILITY OF PROP'TORS.	$10,000,000

COURT OF DIRECTORS:
ST. C. MICHAELSEN, Esq.—Chairman.
Hon. J. J. BELL-IRVING—Deputy Chairman.

C. Beurmann, Esq.	A. J. Raymond, Esq.
G. D. Böning, Esq.	R. L. Richardson, Esq.
G. B. Dodwell, Esq.	R. Shewan, Esq.
R. M. Gray, Esq.	N. A. Siebs, Esq.
David Gubbay, Esq.	Gerald Slade, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON & COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 10th April, 1897. [12

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL	£1,000,000
SUBSCRIBED	£ 500,000

HEAD OFFICE—HONGKONG.

COURT OF DIRECTORS.

D. GILLIES, Esq.	CHOW TUNG SHANG, Esq.
H. STOLTERFOHT, Esq.	KWAN HOI CHUEN, Esq.
CHAN IT SHAN, Esq.	

Chief Manager.
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed ......5 %

Hongkong, 17th November, 1893. [14

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL	£1,500,000
SUBSCRIBED	£1,125,000
PAID UP	£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS:—

For 12 months	4 %
" 6 "	3½%
" 3 "	2½%

J. THURBURN,
Manager, Hongkong.

Hongkong, 15th February, 1897. [15

H. F. CARMICHAEL.
CONSULTING ENGINEER AND SURVEYOR.
18, PRAYA CENTRAL.

DESIGNS and SPECIFICATIONS for all CLASSES of ENGINEERING WORK. DRAWINGS prepared, REPAIRS supervised, and SURVEYS undertaken.

Telegrams: "CARMICHAEL," Hongkong.

Hongkong, 1st June, 1897. [1282

GRIMAULT & CIE'S SOAP

affords relief and a speedy cure in the most agonizing of itching eczemas. It clears the skin of the most distressing of scaly, crusted pimply, and blotchy humours; it cleanses the scalp of dandruff, scales, and crust destroys microscopic insects which feed on the hair, and supplies the roots with energy and nourishment; it heals rough, chapped, and fissured hands, with itching, burning palms, and painful finger ends.

From the simplest blemish to the most torturing and disfiguring diseases of the skin and scalp, even when complicated with scrofulous taint, it is equally successful.

Prescribed by the most eminent dermatologists in the treatment of severe cases of Skin Diseases of Parasitical origin.

FOR PRICKLY HEAT, RINGWORM, ACNE, ITCH, ECZEMAS, PSORIASIS, FRECKLES, ETC.

GRIMAULT & CIE.—Paris.
A. S. WATSON & Co.—Hongkong.

[71—4

DR. OVERLACH'S
MIGRANINE
"LION BRAND"
(ANTIPYRIN-CAFFEINE CITRATE.)

(1) Excellent results in the SEVEREST CASES OF MIGRAININE, as well as in HEADACHE ARISING FROM ALCOHOLIC, NICOTINE, AND MORPHIA POISONING, NEURASTHENIA, INFLUENZA, GRIPPE, &C.

(2) The BEST ANTIPYRETIC, even in threatened collapse, because the caffeine of Migraininecuts simultaneously as an ANALEPTIC.

Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains given once or twice daily in powder or in solution.

Sole Manufacturers:
FARBWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST o. M.

Literature of the above Preparations supplied gratis at request to Medical men.

CHINA EXPORT, IMPORT & BANK CO., Sole Agents for China.
BEWARE OF SPURIOUS IMITATIONS! [a339

BICYCLES

For GENTLEMEN, LADIES, and CHILDREN,
FROM
PRINETTI, STUCCHI & Co.
CYCLE WORKS, MILAN.

6 GOLD MEDALS.
PATENT DOUBLE PNEUMATIC TYRES.

GUARANTEED FOR ONE YEAR.

WELDLESS STEEL WOOD TUBING.

PRICE from $135 to $180.

SOLE AGENTS—
U. NERVEGNA & CO.,
No. 31, WYNDHAM STREET, Hongkong.

35—1]

INSURANCES.

NORTH-GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, AGENTS of the above [illegible] to ACCEPT First [illegible] Risks at Current [illegible]

SIEMSSEN & CO.

Hongkong, [illegible] May, 1895. [19

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO.,
Agents.

Hongkong, 16th November, 1872. [17

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phœnix Fire Office.

Hongkong, 17th August, 1887. [20

SCOTTISH METROPOLITAN ASSURANCE CO.

The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.

A yearly premium of £28 2s. (age 30) secures the following:—

£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£6 per week in case of temporary disablement by accident.

Accidents insured against for £4 and £2 per annum (£1,000 in case of death by weekly payments in case of injury.)

For further Particulars apply to
J. Y. V. VERNON,
Agent.

Hongkong, 8th June, 1896. [1420

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1896, £12,954,532 0s. 0d.

		£ s. d
I. AUTHORISED CAPITAL	£3,000,000	
SUBSCRIBED CAPITAL	2,750,000	
PAID-UP CAPITAL		687,500 0 0
II. FIRE FUNDS		2,660,850 12 0

The Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 12th June, 1897. [1526

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL	£2,000,000
TOTAL FUNDS AND SECURITY	£2,480,053
NET ANNUAL FIRE PREMIA	£ 757,478

Having been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at current rates.

HOLLIDAY, WISE & CO.,
Agents.

Hongkong 9th January, 1896. [1287

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & CO.,
Agents

Hongkong, 16th May, 1892. [18

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [969

CARBOLINEUM-AVENARIUS
USED FOR 16 YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China,
SCHEELE & CO

Hongkong, 25th January, 1892. [969

義生怡

YEE SANG & CO.,
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address:—Care of Messrs. KWONG SANG & Co
No. 68, PRAYA. [784

BILLIARDS.

BURROUGHES & WATTS' REVISED PRICE LIST of BILLIARD TABLES and BILLIARD ROOM REQUISITES can be had at the Office of the *Hongkong Daily Press.*

Hongkong, 4th May, 1897. [1080

AMERICAN SYSTEM
OF
DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW,
(LATE OF POATE & NOBLE).

Hongkong, 13th July, 1897. [1394

JAPAN FINE ART CURIOS

KUHN & KOMOR,

HONGKONG; YOKOHAMA; KOBE. [2852

FOR SALE

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal).
LAUTS, WEGENER & CO.
Sole Agents.

Hongkong, 17th May, 1895. [1178

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1889, WHITE SEAL.
$33............per case of 1 dozen quarts.
$35............per case of 2 dozen pints.

ED. KRESSMANN & CO.'S
RED AND WHITE
BORDEAUX WINES.

C. G. HIBBERT & CO.'S
BOTTLED ALE & STOUT.

SIEMSSEN & CO.

Hongkong, 12th May, 1897. [36

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER
From HONGKONG to WUCHOWFU,
Showing the Ports and Calling Places
Opened to Foreign Trade, 1897.
Published at *Daily Press* Office.
Price 25 Cents, Cash.

Hongkong, 1st April, 1897. [834

FOR SALE.

THREE Good BUILDING SITES at SAMSHUI.

Apply to
"H."
2, Kranjee Terrace, CANTON.

Canton, 12th May, 1897. [1140

TO LET

TO LET.

MACOMER, near the L. R. C.
WESTBOURNE VILLA NORTH, BONHAM ROAD.
"WESTWARD HO" (late Shirley) BONHAM ROAD.

Apply to
LINSTEAD & DAVIS.

Hongkong, 2nd June, 1897. [1290

TO LET.

NO. 6, PRAYA CENTRAL—ROOMS on the SECOND FLOOR. Suitable for Offices or Residence.

DAVID SASSOON, SONS & CO.

Hongkong, 27th July, 1897. [1506

TO LET.

RAVENSHILL, West, and "ERNSFOOT." Immediate possession.

Apply to
VICTOR H. DEACON.

Hongkong, 28th April, 1897. [599

TO LET.

A SIX-ROOMED HOUSE, No. 20, Caine Road.

Apply to
PROCURATION DES MISSIONS ETRANGERES.

Hongkong, 3rd May, 1897. [1063

TO LET.

"GREEN MOUNT," CAINE ROAD.

Apply to
GILMAN & CO.,
Agents.

Hongkong, 27th May, 1897. [1232

TO LET.

HOUSES in CASTLE ROAD.
6 ROOMED HOUSE, HIGH STREET.

Apply to
SPANISH PROCURATION.

Hongkong, 28th July, 1897. [1742

TO LET.

A SUITE OF ROOMS (5) with Servants' Quarters, Kitchen, and Bath Rooms attached, on SECOND FLOOR of No. 19, Queen's Road (above the Store of Messrs. KELLY & WALSH, LD.) Suitable for Offices or Residence.

Apply to
KELLY & WALSH, LIMITED.

Hongkong, 15th July, 1897. [1635

TO BE LET.

THE "HOMESTEAD" at The Peak; SIX ROOMS.

"ROSE VILLA, WEST," BONHAM ROAD, Furnished.

OFFICE & SMALL GODOWN in DUDDELL STREET.

OFFICE on 2nd FLOOR TELEGRAPH HOUSE. Possession from 1st August next.

"KOWLOON POINT," Suites of Rooms.

GODOWNS at WEST POINT and KOWLOON.

A GRANITE GODOWN, at BOWRINGTON, well adapted for manufacturing purposes. Land adjoining.

SHARP & CO.

Hongkong, 5th July, 1897. [1529

TO LET.

AT MOUNT GOUGH, THE PEAK.

TWO SEMI-DETACHED HOUSES
AND
ONE BUNGALOW.

THESE PREMISES are situate upon MOUNT GOUGH, and are about 8 minutes' walk from the Tramway Station at Plantation Road.

The BUILDINGS are not yet quite completed, but it is expected that occupation can be given from the 1st September, proximo, and the Premises will be let on Lease for terms of three, five, or seven years.

Gas and Water laid on.

Apply to
H. L. DENNYS,
Crown Solicitor's Office,
Queen's Road.

Hongkong, 27th July, 1897. [1734

TO LET.

TWO ROOMS with bathroom and servants' quarters in WYNDHAM STREET.

Apply
"M. J.,"
Care of Office of this Paper.

Hongkong, 26th July, 1897. [1716

TO LET.

DWELLING HOUSES—
HOUSES in RIPON TERRACE.
GODOWNS in BLUE BUILDINGS.
No. 29, ELGIN STREET.
FLOORS in STAUNTON and ELGIN STREETS.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 23rd July, 1897. [48

TO BE LET.

A SIX ROOMED SEMI-DETACHED HOUSE with usual servants' quarters and a one storeyed building adjoining suitable for Gymnasium, Stables, etc.

"EASTLEY" (with possession on 1st September), DETACHED HOUSE, with 5 Rooms, Conservatory, and Tennis Lawn.

Apply to
HUMPHREYS ESTATE & FINANCE CO., LIMITED.

Hongkong, 28th July, 1897. [1505

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER,
2, Pedder's Hill.

Hongkong, 1st January, 1892.

PRIVATE BOARD AND RESIDENCE

Mrs. GILLANDERS.
GLENEALY BUILDINGS.

Hongkong, 9th January, 1896. [1581

MRS. STOCKHAUSEN

DRAPER, MILLINER, DRESS AND MANTLE MAKER,
28, QUEEN'S ROAD CENTRAL.

LATEST NOVELTIES
FROM
LONDON and PARIS.

Hongkong, 3rd September, 1896. [1524

TO SHIPMASTERS

ENQUIRE where your FRESH WATER is obtained by the Water Boats, as FOUL WATER is the cause of much Sickness on Board Ship.

We are the ONLY WATER BOAT COMPANY in HONGKONG EXCLUSIVELY supplying FILTERED WATER.

CALL FLAG W.
J. W. KEW & CO.,
STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1895. [1368

MITSUI BUSSAN KAISHA

No. 8, QUEEN'S ROAD, CENTRAL.

Head Office:—TOKIO.

Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG, and all Ports in JAPAN.

AGENCIES:—
Miike Coal Mines.
Ohnoura Coal Mines.
Kanada Coal Mines.
The Miike Cotton Spinning Mill, Ld.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills.
Cotton Cleaning and Working Co., Shanghai.
Onoda Cement Company, Japan.
Kanegafuchi Cotton Spinning Mill.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong 12th December, 1896. [2485

COMMERCIAL.

CLOSING QUOTATIONS.
WEDNESDAY, 28th July.

EXCHANGE

ON LONDON.—	
Telegraphic Transfer	1/10¼
Bank Bills, on demand	1/10½
Bank Bills, at 30 days' sight	1/11
Bank Bills, at 4 months' sight	1/11¼
Credits, at 4 months' sight	1/11½
Documentary Bills, 4 months' sight	1/11½
ON PARIS.—	
Bank Bills, on demand	2.40
Credits, at 4 months' sight	2.44
ON GERMANY.—	
On demand	194½
ON NEW YORK.—	
Bank Bills, on demand	46½
Credits, 60 days' sight	47½
ON BOMBAY.—	
Telegraphic Transfer	152
Bank, on demand	152½
ON CALCUTTA.—	
Telegraphic Transfer	152
Bank, on demand	152½
ON SHANGHAI.—	
Bank, at sight	74¼
Private, 30 days' sight	75¼
ON YOKOHAMA.—	
On demand	2 % pm.
ON MANILA.—	
On demand	½ % pm.
ON SINGAPORE.—	
On demand	½ % pm.
SOVEREIGNS, Bank's Buying Rate	10.30
GOLD LEAF, 100 fine, per tael	53.00

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & S'hai.	$125	183 % prem. = [$360, sales
China & Japan, prf.	£5	nominal
Do. ordinary	£2	nominal
Do. deferred	£1	£5
Natl. Bank of China		
B. Shares	£8	$22.75, sales
Foun. Shares	£1	$20
Bell's Asbestos E. A.	£1	30, sellers
Campbell, Moore & Co.	$10	$8
Carmichael & Co.	$20	$8
China Sugar	$100	$143½, sal. & buyers
Dairy Farm Co.	$5	$6
Ewo Cotton	Tls. 100	Tls. 115, sales
Fenwick & Co., Geo.	$25	$23.75, sellers
Green Island Cement	$10	$37, sellers
H. & C. Bakery	$50	$33, buyers
Hongkong & C. Gas	£10	$110, buyers
Hongkong Electric	$8	$7.50, sal. & buyers
H. H. L. Tramways	$100	$114, sellers
Hongkong Hotel	$50	$50, sellers
Hongkong Ice	$25	$113, ex div.
H. & K. Wharf & G.	$50	$60½
Hongkong Rope	$50	$171, sellers
H. & W. Dock	$125	240 p. ct. prem. = [$425
Insurances—		
Canton	$50	$180, sellers
China Fire	$20	$107, sales & sellers
China Traders'	$25	$77½, buyers
Hongkong Fire	$50	$360, sellers
North-China	£25	Tls. 187½
Straits	$20	$17½, sales sellers
Union	$50	$227½, buyers
Yangtsze	$60	$157½
Land and Building—		[& sellers
H. Land Investment	$50	$75, ex div. sales
Humphreys Estate	$10	$9½, sellers
Kowloon Land & B.	$30	$19½, sellers
West Point Building	$40	$22½, sellers
Luzon Sugar	$100	$47½, sales & sellers
Mining—		
Charbonnages	Fcs. 500	$90
Great E. & C'donian	$5	$5½, sellers
Do. Do.	$2½	$2.60, sal. & sellers
Jelebu	$5	$2, buyers
New Balmoral	$1	$1.70, sales & sellers
Do. Preference	$1	$1.80, sales
Oliver's Mines, A.	$5	$20, sellers
Do. B.	$2½	$5.75, sal. & buyers
Punjom	$4	$7, sales
Do. (Preference)	$1	$2.15, sales
Raubs	18s. 10d.	$23.75, sellers
New Amoy Dock	$10	$19, sellers
Steamship Coys.—		
China and Manila	$50	$76, sellers
China Mutual Ord	£5	£2 10s.
Do Pref.	£10	£7, buyers
Douglas S. S. Co.	$50	$66, sales & buyers
H., Canton and M.	$15	$34½, sales & sellers
Indo-China S. N.	£10	$50, buyers
Wanchai Wareh'se Co.	$37½	$44½, sales
Watson & Co., A. S.	$10	$12.60, sal. & buyers

J. Y. V. VERNON, Broker.

OPIUM.

New Malwa (this year's) $780 with all'ance of 2 ctt's.
New Malwa (last year's) $800 0 to 1½ "
Old Malwa (2/5 years)...$820 0 to 1½ "
Older Malwa (6/10 y'rs)..$850 ½ to 2 "
New Patna ....$715; Old Patna $770
New Benares..........$715; Old Benares......$ —
Persian, Persian, ...$510 to $610.
Oily and Paper-wrapped ....$500 to $615
Sales:—80 chests Bengal.

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 27th JULY, AT 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours
Wladivostock	29.87	66	—	SSW	2	o	...
Tokyo	29.94	—	—	S	6	—	...
Kochi	30.03	—	—	SE	2	—	...
Nagasaki	29.87	—	—	NW	2	—	...
Kagoshima	29.91	—	—	SW	2	—	...
Gutzlaff	29.78	82	87	SE	3	cv	...
Sharp Peak	29.69	84	83	SE	4	c	...
Amoy	29.69	87	69	SE	3	c	...
Swatow	29.69	82	—	—	0	—	...
Canton	29.67	84	87	E	1	o	...
Hongkong	29.68	86	67	E	1	o	...
Victoria Peak	—	—	—	SSE	1	—	...
Gap Rock	29.67	—	—	S	3	—	...
Macao	29.69	88	—	SSW	1	c	...
Haiphong	29.59	91	65	—	0	c	...
Bolinao	29.76	77	95	SE	2	or	...
Manila	29.64	79	92	S	1	o	...
Cape S. James	—	—	—	SSW	6	bm	...
28th JULY, AT 10 A.M.							
Wladivostock	29.91	63	99	SE	1	or	...
Tokyo	—	—	—	—	—	—	...
Kochi	—	—	—	—	—	—	...
Nagasaki	—	—	—	—	—	—	...
Kagoshima	—	—	—	—	—	—	...
Gutzlaff	29.79	81	91	[illegible]	1	cm	...
Sharp Peak	29.74	87	71	E	1	c	...
Amoy	29.75	82	83	W	1	c	...
Swatow	29.74	83	—	—	0	or	...
Canton	29.73	85	87	SW	1	o	...
Hongkong	29.77	83	82	SW	1	—	...
Victoria Peak	—	—	—	SSW	3	—	...
Gap Rock	29.76	—	—	SSW	3	—	...
Macao	29.75	87	—	SW	1	c	...
Haiphong	29.70	83	89	SW	1	c	...
Bolinao	29.88	79	87	SE	2	Q	...
Manila	—	—	—	—	—	—	...
Cape S. James	—	—	—	SW	3	b	...

On the 28th at 11.30 a.m. The barometer has risen considerably in Luzon, slightly on the S. coast of China, and is inclined to fall on the E. coast. Pressure is normal in the Southern areas and slightly low over central China. Forecast:—Moderate S. and SW. winds; showery.

HONGKONG REGISTER.

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.69	29.77	29.71
Temperature	86	83	85
Humidity	67	82	74
Direction of wind	E	SW	SW
Force	1	1	1
Weather	o	—	o
Rain	—	0.18	—

Highest open air temperature on the 27th.........88
Lowest open air temperature on the 27th..........80
1—BAROMETER reduced to 32 degrees Fahr. at sealevel.
2—TEMPERATURE in the shade in degrees Fahrenheit.
3—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.

F. G. FIGG, Acting Director.
Hongkong Observatory, 28th July, 1897.

MESSRS. FALCONER & Co.'s REGISTER, 28th July.

Barometer 9 A.M...29.75 Therm. 9 A.M. (Wet bulb) 83
Barometer 1 P.M...29.73 Therm. 1 P.M. (Wet bulb) 81
Barometer 4 P.M...29.70 Therm. 4 P.M. (Wet bulb) 80
Thermom. 9 A.M....84 Therm. Maximum 86
Thermom. 1 P.M....86 Therm. Minimum (over-
Thermom. 4 P.M....85 night) 83

HONGKONG TIDE-TABLE.
29th July to 4th August.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	High Water. Height.	Low Water. Hongkong Mean Time.	Low Water. Height.
Thurs	29	[illegible]	[illegible]	[illegible]	[illegible]
Fri.	30	[illegible]	[illegible]	[illegible]	[illegible]
Sat.	31	[illegible]	[illegible]	[illegible]	[illegible]
Sun.	1	[illegible]	[illegible]	[illegible]	[illegible]
Mon.	2	[illegible]	[illegible]	[illegible]	[illegible]
Tues.	3	[illegible]	[illegible]	[illegible]	[illegible]
Wed.	4	[illegible]	[illegible]	[illegible]	[illegible]

The height of mean sea-level has been determined, from the tidal observations of 1887 and 1888, as 5.87 feet above zero of the tide-gauge at the Kowloon Tidal Observatory; and the Lower-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.67 feet above zero. The heights in the Tables marked with a minus sign (—) are below Lower-water Ordinary Spring-Tides, and should be subtracted from the constant given above.

VESSELS EXPECTED.

THE FRENCH MAIL.

The M. M. steamer *Saghalien*, with the French mail, of 14th inst., left Singapore on Tuesday, the 27th instant, at 4 p.m. and may be expected here on or about Tuesday, the 3rd August. This Packet brings replies to letters despatched from Hongkong on 26th May.

THE AMERICAN MAIL.

The O. & O. steamer *Gaelic*, with the American mail, of the 7th instant, left Yokohama on the 27th instant, and may be expected here on or about Wednesday, the 4th August.

The P. M. steamer *City of Peking*, with mails, &c., left San Francisco for this port via Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai on the 17th instant.

THE CANADIAN MAIL.

The C. P. chartered steamer *Hupeh*, arrived at Yokohama at 10.30 a.m. on the 26th instant, and she will leave that port on the 28th instant.

The C. P. steamer *Empress of China*, from Vancouver, arrived at Yokohama at 6.30 a.m. on the 26th inst. and left that port for Kobe at 5 p.m. of same day, where she is expected to arrive at 5 p.m. on the 27th inst.

THE AUSTRALIAN MAIL.

The E. & A. steamer *Airlie*, from Sydney, &c., left Port Darwin on the 20th instant for Timor and Hongkong.

THE INDIAN MAIL.

The steamer *Suisang*, from Calcutta and Straits, left Singapore for this port on Monday, the 19th instant.

The steamer *Arratoon Apcar*, from Calcutta, left Singapore for this port on the 26th inst.

MERCHANT STEAMERS.

The N. P. steamer *Victoria*, sailed from Tacoma, Wn., for this port, via Japan and Shanghai on the 26th instant.

The "Ben" Line steamer *Benlomond*, from Leith and London, left Singapore for this port on the 22nd inst.

The N. P. steamer *Tacoma*, arrived at Yokohama from Tacoma, Wn. on the 23rd instant.

The N. P. steamer *Braemar* left Moji for Hongkong on the 24th instant.

The C. Mutual steamer *Oopack*, from Glasgow, and Liverpool, passed the Canal on the 13th inst. and may be considered due at Singapore on or about the 2nd August.

The P. & O. steamer *Hydaspes* left Bombay for this port on the 14th instant.

The Austrain Lloyd's steamer *Maria Valerie*, left Singapore for this port on the 26th instant.

The "Mogul" Line steamer *Energia* left Singapore on the 24th instant, and is due here on or about Friday, the 30th instant.

The O. S. S. Co.'s steamer *Nestor*, from Liverpool left Singapore on the morning of the 25th inst. and may be expected here on or about the 31st inst.

The N. Y. K. steamer *Miike Maru* (Bombay line) left Kobe for this port, via Moji, on Saturday, the 24th instant, and is expected to arrive here on 1st August.

The D. D. R. steamer *Aglaia*, from Hamburg, left Singapore for this port on the 27th instant, and may be expected here on or the about the 2nd August.

PASSED THE CANAL.

OUTWARD—6th July—*Oanfa, St. Giles, Middleham.* 9th July—*Melpomene, Shanghai, St. Mary.* 13th July—*Lombard, Oakbranch, Tekoa.* 16th July—*Candia, Patroclus.* 20th July—*Glenfarg, Maria Rickmers.* 23rd July—*Erato, Ixion, Japan, Laos, St. Andrews.* 27th July—*Benlawers, Kreimhild, Lochtay, St. Ninian.*

HOMEWARD—23rd July—*Natal, Sikh.* 27th July—*Ulysses, Wally.*

POST-OFFICE NOTICES.

A MAIL WILL CLOSE.

For Swatow, Amoy and Foochow.—Per *Namoa*, to-day, the 29th inst., at 10.30 A.M.

For Shanghai.—Per *Choysang*, to-day, the 29th inst., at 3.30 P.M.

For Singapore.—Per *Niobe*, to-day, the 29th instant, at 4.30 P.M.

For Hoihow and Haiphong.—Per *Mathilde*, to-day, the 29th instant, at 5.00 P.M.

For Bangkok.—Per *Wongkoi*, to-morrow, the 30th instant, at 9.30 A.M.

For Nagasaki, Kobe and Yokohama.—Per *Ancona*, to-morrow, the 30th inst., at 11.30 A.M.

For Swatow, Amoy and Tamsui.—Per *Hailoong*, to-morrow, the 30th inst., at 11.30 A.M.

For Shanghai.—Per *Loongmoon*, to-morrow, the 30th instant, at 3.30 P.M.

For Kobe and Yokohama.—Per *Hiroshima Maru*, to-morrow, the 30th instant, at 3.30 P.M.

For Shanghai, Chefoo, Chemulpo, Nagasaki, Fusan, Gensan and Wladivostock.—Per *Sendai Maru*, to-morrow, the 30th instant, at 3.30 P.M.

For Tientsin.—Per *Kweiyang*, on Saturday the 31st instant, at 2.30 P.M.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Mirzapore* will be despatched on THURSDAY, the 29th inst., with Mails for the United Kingdom, Europe, and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar.

8.00 A.M.—Posting of Prices Current and Circulars ceases.
10.00 A.M.—Registry ceases.
10.30 A.M.—Posting of newspapers, books, and patterns ceases.
11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M., after which hour they may be sent on board with the same late fee.

R. J. REMEDIOS,
FOREIGN AND COLONIAL STAMP DEALER,
No. 3, WOODLAND TERRACE, HONGKONG,

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED,
Liberal Discount Allowed. [1283

WILLIAM LYSAUGHT & SONS.
WANCHAI MACHINERY GODOWNS AND ENGINEERING ESTABLISHMENT.
1 to 8, Cross Lane, Wanchai.

A LARGE STOCK OF MACHINERY, by the best English makers, always on hand, such as Steam Steering Gear, Steam Winches, Steam Capstans, Steam Pumps, Steam Donkey Pumps, Hydraulic Presses, Sugar Mills, Marine Boilers and Engines, Stationary Boilers and Driving Engines, Steel Boiler Plates, Pig Iron, etc., etc.

We are now prepared to execute orders for the building or repairing of all kinds of machinery with quick despatch and good workmanship. Enquiries solicited for any of the above, or the complete plant of any kind of machinery.

W. LYSAUGHT,
139, Wanchai Road.

Hongkong, 28th May, 1897. [2289

SIAM TEAK TIMBER.

THE BORNEO COMPANY, LIMITED
BANGKOK.

ORDERS can be Booked and Rates Supplied on Application to the Undersigned for:—

TEAK SQUARES, PLANKS, SCANTLINGS, AND BOARDS.
PLANED, TONGUED, AND GROOVED TEAK BOARDS.
TEAK SHINGLES.

GIBB, LIVINGSTON & CO.

Hongkong, 17th July, 1895. [24

BOMBAY BURMAH TRADING CORPORATION, LIMITED,
BANGKOK AND RANGOON.

TEAK SQUARES, PLANKS, BOARDS and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.

PINKADOE RAILWAY SLEEPERS for all GAUGES.

Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.

Hongkong, 3rd May, 1895. [1052

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

AUSTRALIAN, British, str., Helms—Gibb, Livingston & Co.

MOUNT LEBANNON, Brit. str., McLean—Dodwell, Carlill & Co.

OSCARSHAL, Norw. str., Reichborn—Shewan Tomes & Co.

SERRANO, Amer. bk., R. G. Waterhouse—Gibb, Livingston & Co.

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESHAWUR,"

FROM BOMBAY AND STRAITS,

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 29th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 23rd July, 1897. [1

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM SWANSEA, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"NINGCHOW"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 30th inst., or they will not be recognised.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on Friday, the 30th inst., at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th inst., will be subject to rent.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & CO.,
Agents.

Hongkong, 23rd July, 1897. [1709

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"KAISER-I-HIND,"

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. *Massilia*.
From Calcutta, ex s.s. *Nubia*.
From Persian Gulf, ex s.s. *Pemba, Assyria*, and *Mobile*.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 30th inst, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 24th July, 1897. [1

TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S.S. "PROMETHEUS," FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 30th inst. for shipment per steamer "NESTOR."

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th July, 1897. [1663

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM LONDON, MIDDLESBROUGH, ANTWERP, AND SINGAPORE.

THE Company's Steamship

"WAKASA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of The Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all claims must be sent in to the office of the undersigned before Noon on Monday, the 2nd August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 2nd August, at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd August, will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before Noon, To-day.

Bills of Lading will be countersigned by
NIPPON YUSEN KAISHA.

Hongkong, 26th July, 1897. [1736

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAYERN,"

THE above-named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given before Noon.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 2nd August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 5th August, and Monday, the 9th August, at 9.30 A.M.

All Claims must reach us before the 10th August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
MELCHERS & CO.,
Agents.

Hongkong, 27th July, 1897. [7

THE CHINA MUTUAL STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW, LIVERPOOL, AND SINGAPORE.

THE Company's Steamship

"PINGSUEY"

having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 3rd Aug., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd August, at 3 P.M.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 3rd August will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-day.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & CO.,
Agents.

Hongkong, 27th July, 1897. [1739

NOTICE TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Company's Steamship

"SUISANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 28th instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 26th July, 1897. [1724

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"NAMOA,"

Captain Hall, will be despatched for the above ports TO-DAY, the 29th inst., at Noon, and not as previously notified.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 28th July, 1897. [1726

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES."

Captain Baker, will be despatched as above TO-DAY, the 29th inst., at Noon.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th July, 1897. [1358

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH, AND
LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental and American Ports.

THE Steamship

"MIRZAPORE,"

Captain T. Wickenden, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 29th July, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. "CALEDONIA" leaving that Port on the 20th August for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 16th July, 1897. [1

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, London, Liverpool, and Bremen).

THE Steamship

"NIOBE,"

Captain E. G. Pfaff, will be despatched for the above ports TO-DAY, the 29th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & CO.,
Agents.

Hongkong, 20th July, 1897. [1675

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamer

"HAILOONG,"

Captain Hodgins, will be despatched for the above ports TO-MORROW, the 30th inst., at Noon.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 28th July, 1897. [1745

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship

"KASHING,"

Captain Hopkins, will be despatched as above TO-MORROW, the 30th inst., at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th July, 1897. [1733

FOR SHANGHAI.

THE Steamship

"LOONGMOON,"

Captain F. Schulz, will be despatched for the above port TO-MORROW, the 30th inst., at 4 P.M.

For Freight or Passage, apply to
SIEMSSEN & CO.

Hongkong, 28th July, 1897. [1744

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract).

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"HIROSHIMA MARU,"

Captain G. Shimadzu, will be despatched as above TO-MORROW, the 30th inst., at 4 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 23rd July, 1897. [1707

NIPPON YUSEN KAISHA.

HONGKONG-VLADIVOSTOCK LINE.

(MONTHLY SERVICE.)

FOR VLADIVOSTOCK,
via SHANGHAI, CHEFOO, CHEMULPO,
NAGASAKI, FUSAN, and GENSAN.

THE Company's Steamship

"SENDAI MARU,"

Captain C. Olsen, will be despatched as above TO-MORROW, the 30th inst., at 4 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 23rd July, 1897. [1706

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"FORTUNA,"

will be despatched as above on or about 14th August.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 23rd July, 1897. [1433

FOR SAN FRANCISCO.

THE 100 A.1. British Bark

"HEATHBANK,"

McKechnie, Master, shortly expected, will load here for the above port and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & CO.

Hongkong, 17th June, 1897. [1413

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON	Malacca	Brit. str.	Pollock	P. & O. S. N. Co.	On or about 5th August
LONDON, &c.	Mirzapore	Brit. str.	Wickenden	P. & O. S. N. Co.	To-day, at Noon.
LONDON via Suez Canal	Orestes	Brit. str.	Baker	Butterfield & Swire	To-day, at Noon.
LONDON via Suez Canal	Priam	Brit. str.	Jackson	Butterfield & Swire	On 2nd August.
LONDON via Suez Canal	Glengarry	Brit. str.	Ferguson	Jardine, Matheson & Co.	On or about 2nd Aug.
LONDON & Liverpool, &c.	Chingwo	Brit. str.	Harris	Holliday, Wise & Co.	On 3rd Aug., at 5 P.M.
LONDON via Suez Canal	Benlarig	Brit. str.	Wallace	Gibb, Livingston & Co.	Quick despatch.
BREMEN via Ports of Call	Bayern	Ger. str.	Prehn	Melchers & Co.	On 17th Aug., at 9 A.M.
MARSEILLES via Saigon, etc.	Melbourne	Fren. str.	Duchateau	Messageries Maritimes	On 4th Aug., at Noon.
VANCOUVER, v. Shanghai, &c.	Empress of China	Brit. str.	Archibald, R.N.R.	Canadian Pacific R. Co.	On 11th August.
TACOMA, &c.	Tacoma	Brit. str.	Whistler, R.N.R.	Dodwell, Carlill & Co	On 17th Aug., at Noon.
SAN FRANCISCO via Shanghai	Gaelic	Brit. str.		O. & O. S. S. Co.	On 14th Aug., at Noon.
SAN FRANCISCO via S'hai, &c.	C. of Rio de Janeiro	Amer. str.		P. M. S. S. Co.	On 4th Aug., at Noon.
SAN FRANCISCO	Heathbank	Brit. bk.	McKechnie	Shewan, Tomes & Co.	Quick despatch.
PORTLAND, Or., &c., v. Y'hama	Monmouthshire	Brit. str.		Shewan, Tomes & Co.	On 7th August.
SOUTH AFRICA DIRECT	Congella	Brit. str.		Dodwell, Carlill & Co.	On or about 17th Aug.
NEW YORK via Suez Canal	Frey	Brit. str.		Melchers & Co.	On or about 15th Aug.
NEW YORK via Suez Canal	Ghazee	Brit. str.		Dodwell, Carlill & Co.	On or about 11th Aug.
NEW YORK via Suez Canal	Fortuna	Brit. str.		Shewan, Tomes & Co.	On or about 14th Aug.
NEW YORK via Suez Canal	Benalder	Brit. str.	Thomson	Gibb, Livingston & Co.	Quick despatch.
NEW YORK	Landseer	Amer. ship	Stahl	Siemssen & Co.	Quick despatch.
SYDNEY, MELBOURNE, &c.	Chingtu	Brit. str.	Innes	Butterfield & Swire	On 10th Aug., at 3 P.M.
S'PORE, Havre, & Hamburg	Niobe	Ger. str.	Pfaff	Siemssen & Co.	To-day, at 5 P.M.
S'PORE, Havre, & Hamburg	Della	Ger. str.	Christiansen	Siemssen & Co.	On 31st inst., at 5 P.M.
S'PORE, Colombo, & Bombay	Miike Maru	Jap. str.	Going	Nippon Yusen Kaisha	On 3rd Aug., at Noon.
STRAITS & BOMBAY	Bisagno	Ita. str.	Mancini	Carlowitz & Co.	On 4th Aug., at Noon.
Y'HAMA via Nagasaki & Kobe	Ancona	Brit. str.	Mudie	P. & O. S. N. Co.	To-morrow, at Noon.
KOBE & YOKOHAMA	Hiroshima Maru	Jap. str.	Shimadzu	Nippon Yusen Kaisha	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	Pathan	Brit. str.	Day	Dodwell, Carlill & Co.	On 31st inst., at Noon.
SHANGHAI, Kobe & Y'kama	Energia	Brit. str.	Saw	Dodwell, Carlill & Co.	On or about 31st inst.
SHANGHAI, Kobe & Y'hama	Maria Valeria	Aust. str.	Leva	Sander & Co.	On 3rd August.
SHANGHAI, Kobe & Y'hama	Saghalien	Fren. str.		Messageries Maritimes	On or about 3rd Aug.
SHANGHAI	Loongmoon	Ger. str.	Schulz	Siemssen & Co.	To-morrow, at 4 P.M.
NINGPO & SHANGHAI	Kashing	Brit. str.	Hopkins	Butterfield & Swire	To-morrow, at 3 P.M.
VLADIVOSTOCK via S'hai, &c.	Sendai Maru	Jap. str.	Olsen	Nippon Yusen Kaisha	To-morrow, at 4 P.M.
TIENTSIN	Kweiyang	Brit. str.	Outerbrige	Butterfield & Swire	O 2nd August.
SWATOW, Amoy & Tamsui	Hailoong	Brit. str.	Hodgins	Douglas Lapraik & Co.	To-morrow, at Noon.
SWATOW, Amoy & Foochow	Namoa	Brit. str.	Hall	Douglas Lapraik & Co.	To-day, at Noon.

CANADIAN PACIFIC RAILWAY COY.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

Calling at AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.......WEDNESDAY, 11th Aug., 1897
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 1st Sept., 1897
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. ....WEDNESDAY, 29th Sept., 1897

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough passages generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder Street.

Hongkong, 22nd July, 1897. [8

C. P. R. SUMMER TRIPS.

SPECIAL ROUND TRIP RATES TO JAPAN, VANCOUVER, AND BANFF.

Commencing 1st May, and continuing through the Summer, Return Tickets can be purchased to Banff, including Berth in Sleeping Car, and Meals on the Railway journey from Vancouver, at the equivalent of £60. The Ports of Call are SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA, B.C., and VANCOUVER, and permission is granted to STOP-OVER at any Port and continue by a subsequent Steamer. Every facility is offered for breaking the journey at any intermediate places in British Columbia to make excursions into the Rocky Mountains.

BANFF.—This popular resort, charmingly situated amongst the Peak and Glaciers of the Rocky Mountains, in the Canadian National Park, is justly celebrated for its natural Hot Sulphur and Mineral Springs, magnificent scenery, and clear, invigorating air. The large and well-appointed Hotel stands 4,500 feet above sea level, providing its guests with all modern comforts and luxuries, also a steam-launch, rowing boats and canoes for making excursions on the river and numerous lakes in the vicinity, where excellent fishing and shooting is obtainable. [747

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	Mirzapore T. Wickenden	Noon, 29th July	See Special Advertisement.
YOKOHAMA, via NAGASAKI & KOBE	Ancona W. D. Mudie	Noon, 30th July	Freight or Passage. (Passing through the Inland Sea.)
LONDON	Malacca N. P. Pollock	About 5th August	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.

Hongkong, 27th July, 1897. [1

VESSELS ON THE BERTH

"MOGUL" LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

(Calling at Nagasaki if sufficient inducement offers.)

THE Steamship

"PATHAN,"

Captain Day, will be despatched for the above ports on SATURDAY, the 31st inst., at Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & CO.,
Agents.

Hongkong, 28th July, 1897. [820

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship

"ENERGIA"

Captain Saw, will be despatched as above on or about SATURDAY, the 31st instant.

For Freight or Passage, apply to
DODWELL, CARLILL & CO.,
Agents.

Hongkong, 24th July, 1897. [1714

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(Under Mail Contract with the Austrian Government.)

STEAM TO SHANGHAI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"MARIA VALERIE"

Captain A. Leva, will leave for the above places on TUESDAY, the 3rd August.

For Freight or Passage, apply to
SANDER & CO.,
Agents.

Hongkong, 28th July, 1897. [5

NATAL LINE OF STEAMERS.

FOOCHOW AND HONGKONG TO SOUTH AFRICA (DIRECT).

For Natal, East London, Algoa Bay, Mossel Bay, and Cape Town.

(Taking Cargo under through Bills of Lading to Delagoa Bay and Beira.)

THE Steamship

"CONGELLA,"

will be despatched for the above on or about the 17th August. This steamer left Durban on the 2nd July, for Foochow Direct.

For Freight or Passage, apply to
DODWELL, CARLILL & CO.,
Agents.

Hongkong, 26th July, 1897. [1535

VESSELS ON THE BERTH.

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at Naples for landing Passengers.)

(Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, London, Liverpool, and Bremen.)

THE Steamship

"DELLA,"

Captain Christiansen, will be despatched for the above ports on SATURDAY, the 31st inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to
SIEMSSEN & CO.,
Agents.

Hongkong, 20th July, 1897. [1676

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on MONDAY, the 2nd August.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th July, 1897. [1722

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

Proposed Sailings from Hongkong 1897.

(Subject to Alteration.)

Monmouthshire	Saturday	7th Aug.

Taking Passengers and Cargo for United States and Canada at through Rates.

THE Steamship

"MONMOUTHSHIRE"

will be despatched hence for PORTLAND, OREGON, and VICTORIA, via KOBE and YOKOHAMA, on SATURDAY, the 7th August.

Consular Invoices of Goods for United States Points should be in Quadruplicate, and one Copy must be sent forward by the Steamer to the care of the General Freight Agent, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 20th July, 1897. [1621

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON, via SUEZ CANAL.

THE Company's Steamship

"PRIAM."

Captain Jackson, will be despatched as above on MONDAY, the 2nd August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th July, 1897. [1598

NIPPON YUSEN KAISHA.

JAPAN-BOMBAY LINE.

MONTHLY SERVICE.

(Under Mail Contract.)

FOR SINGAPORE, COLOMBO, AND BOMBAY.

THE Company's Steamship

"MIIKE MARU."

Captain P. H. Going, will be despatched for the above ports on TUESDAY, the 3rd Aug., at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 27th July, 1897. [1731

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	Wednesday, Aug. 4, 1897, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, & Honolulu)	Tuesday, Aug. 24, 1897, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama)	Saturday, Sept. 11, 1897, at Noon.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on WEDNESDAY, the 4th August, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the Canadian Pacific Railway on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 28th July, 1897. [3

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK via SUEZ CANAL.

S.S. "GHAZEE" to sail about 11th Aug., 1897.
S.S. "LENNOX" „ „ 22nd Aug., 1897.
S.S. "PATHAN" „ „ 10th Sept., 1897.

For Freight or Passage, apply to
DODWELL, CARLILL & CO.,
Agents.

Hongkong, 29th July, 1897. [1142

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"FREY,"

will be despatched as above about 15th August.

For Freight, apply to
MELCHERS & CO.,
Agents.

Hongkong, 22nd July, 1897. [1693

"BEN" LINE OF STEMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BENALDER,"

Captain Thomson, is due here towards end of August and will have quick despatch.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 27th July, 1897. [1733

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DJIBOUTI,
EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 4th August, at Noon, the Company's Steamship "MELBOURNE," Captain Duchateau, with Mails, Passengers, Specie, and Cargo, will leave this Port for MARSEILLES via ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 3rd August. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd July, 1897. [2

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, via THE OVERLAND RAILWAYS and ATLANTIC and OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, and Yokohama)	Saturday, August 14, 1897, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	Thursday, Sept. 2, 1897, at Noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	Tuesday, Sept. 21, 1897, at Noon.

THE Company's Steamship "GAELIC" will be dispatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA on SATURDAY, the 24th July, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point *en route*.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 26th July, 1897. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID,
NAPLES, GENOA, ANTWERP,
BREMEN, AND HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
Also,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN PORTS.

The Company's Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

Proposed Sailings From Hongkong.

(Subject to Alteration.)

Bayern	Tuesday ...	17th Aug.
Prinz Heinrich	Tuesday ...	14th Sep.
Preussen	Tuesday ...	12th Oct.
Sachsen	Tuesday ...	9th Nov.
Bayern	Tuesday ...	7th Dec.
Prinz Heinrich	Tuesday ...	4th Jan.

ON TUESDAY, the 17th day of August, 1897, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at Naples and Genoa.

Shipping Orders will be granted till Noon on Saturday, the 14th August, Cargo and Specie will be received on Board until 5 P.M. on Monday, the 16th August, and Parcels will be received at the Agency's Office until Noon on Monday, the 16th August. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, 27th July, 1897. [7

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLARIG,"

Captain Wallace, is due here on or about 18th August and will have quick despatch.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 27th July, 1897. [1737

FOR NEW YORK.

THE 100 A.1. American Ship

"LANDSEER."

Captain Stahl, will load here for the above port and will have quick despatch.

For Freight, apply to
SIEMSSEN & CO.

Hongkong, 6th July, 1897. [1455

VESSELS ON THE BERTH

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENGARRY,"

Captain Ferguson, will be despatched as above on or about MONDAY, the 2nd August.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 17th July, 1897. [1654

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"SAGHALIEN,"

will be despatched for the above Ports on or about TUESDAY, the 3rd August.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 28th July, 1897. [2

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA of JAPAN.

THE attention of passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the Interior and Eastern Cities of the United States and Canada and to Europe.

HONGKONG to LONDON $450.

Excellent accommodation. First class Table. Doctor and Stewardess carried.

HONGKONG to NEW YORK $400.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to Europe may proceed by one of the first class Atlantic Mail Lines.

HONGKONG to TACOMA $275.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Proposed Sailings from Hongkong.

(Subject to Alteration).

Tacoma	2,549	Tuesday ...	Aug. 17
Victoria	3,167	Tuesday ...	Sept. 7
Olympia	2,608	Tuesday ...	Sept. 28
Columbia	2,605	Tuesday ...	Oct. 19
Tacoma	2,549	Tuesday ...	Nov. 9
Victoria	3,167	Tuesday ...	Nov. 30

THE Steamship

"TACOMA"

Captain Whistler, R.N.R., sailing at Noon, on TUESDAY, the 17th August, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), via SHANGHAI, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & CO.,
General Agents.

Hongkong, 29th July, 1897. [9

SHIPPING IN PORT.

HONGKONG.

STEAMERS.

Ancona, British steamer, 1,888, Mudie, July 27, P. & O. S. N. Co
Australian, British str., 1,783, Helms, July 25, Gibb, Livingston & Co
Bisagno, Italian str., 1,490, Mancinini, July 27, Carlowitz & Co
Canton, British steamer, 1,110, Wilde, July 21, Jardine, Matheson & Co
Chingtu, British str., 1,495, Innes, July 26, Butterfield & Swire
Chiyuen, Chinese steamer, 1,174, Null, July 27, C. M. S. N. Co
City of Rio de Janeiro, Amr. str., 3,159, Ward, July 27, P. M. S. S. Co
Cluden, British str., 2,035, Anderson, July 28, P. M. S. S. Co
Dante, German steamer, 1,302, Kopke, July 28, Chinese
Della, German str., 3,200, Christiansen, July 28, Siemssen & Co
Fatshan, British str., 1,425, J. Dick, H. C. & M. Steamboat Co., for Canton
Hailan, Danish steamer, 350, Gerard, July 28, A. R. Marty
Hailoong, British str., 783, Hodgins, July 27, Douglas Lapraik & Co
Hanoi, French steamer, 739, Basencon, July 27, A. R. Marty
Hankow, British str., 2,235, C. V. Lloyd, Butterfield & Swire, for Canton
Heungshan, British str., 1,054, W. E. Clarke, H. C., & M. Steamboat Co., for Macao
Hiroshima Maru, Jap. str., 2,031, Shimadzu, July 26, Nippon Yusen Kaisha
Honam, British str., 1,344, S. W. Goggin, H., C., & M. Steamboat Co., for Canton
Independent, German str., 871, Holtz, July 22, Wieler & Co
Krim, Norwegian str., 1,117, Irgens, July 19, Jardine, Matheson & Co
Kweiyang, Brit. str., 1,060, Outerbridge, July 26, Butterfield & Swire
Kwonghoi, British steamer, 419, Chinese, for Canton
Loongmoon, Ger. str., 1,245, Schulz, July 14, Siemssen & Co.
Loosok, British str., 1,015, Jackson, July 28, Butterfield & Swire
Mathilde, German steamer, 688, Berg, July 27, Jebsen & Co
Methven Castle, Brit. str., 1,719, Hill, June 25, Dodwell, Carlill & Co
Mirzapore, Brit. str., 2,168, Wickenden, July 27, P. & O. S. N. Co
Monmouthshire, Brit. str., 1,871, Evans, July 27, Shewan, Tomes & Co
Mount Lebannon, Brit. str., 1,555, McLean, July 18, Dodwell, Carlill & Co
Namoa, British steamer, 862, Hall, July 25, Douglas Lapraik & Co
Orestes, British steamer, 2,886, Baker, July 28, Butterfield & Swire
Oscarshal, Norw. str., 845, Reichborn, July 22, Shewan, Tomes & Co
Pathan, British steamer, 1,762, Day, July 21, Dodwell, Carlill & Co
Phra Nang, British str., 1,021, Watton, July 25, Yuen Fat Hong
Powan, British str., 1,842, A. N. Patrick, H. C. & M. Steamboat Co., for Canton
Sabine Rickmers, Ger. str., 598, Sanders, July 28, Arnhold, Karberg & Co
Sendai Maru, Jap. str., 1,714, Olsen, July 25, Nippon Yusen Kaisha
Suisang, Brit. str., 1,776, Galeworthy, July 25, Jardine, Matheson & Co
Tailee, German str., 828, Calender, July 28, Meyer & Co
Tai On, British str., 769, Galleouski, Chinese, for Canton
Terrier, Norw. str., 1,008, Wilhelmsen, July 22, Harling, Buschmann & Menzell
Tordenskjold, Norw. str., 738, Danielsen, July 17, Harling, Buschmann & Menzell
Wongkoi, British str., 1,115, Stonham, July 24, Yuen Fat Hong
Woosung, British str., 1,109, Clegg, July 27, Butterfield & Swire
Wuotan, German str., 1,116, Jacobsen, July 25, Lauts, Wegener & Co

SAILING VESSELS.

Gov. Robie, Amr. ship, 1,627, Nichols, July 5, Arnhold, Karberg & Co
Heathbank, British bark, 1,548, McKechnie, July 6, Standard Oil Co
Landseer, Amr. ship, 1,348, Stahl, April 12, Dodwell, Carlill & Co
Lucy A. Nickels, Amr. ship, 1,380, Nickels, May 24, Standard Oil Co
Sarrano, Amr. bark, 613, Waterhouse, July 10, Gibb, Livingston & Co
Spinaway, British sch., 327, Johnson, July 21, Order
West York, British bark, 688, Davis, Oct. 18, Order
Willkommen, Ger. ship, 1,635, Freery, July 17, Carlowitz & Co

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